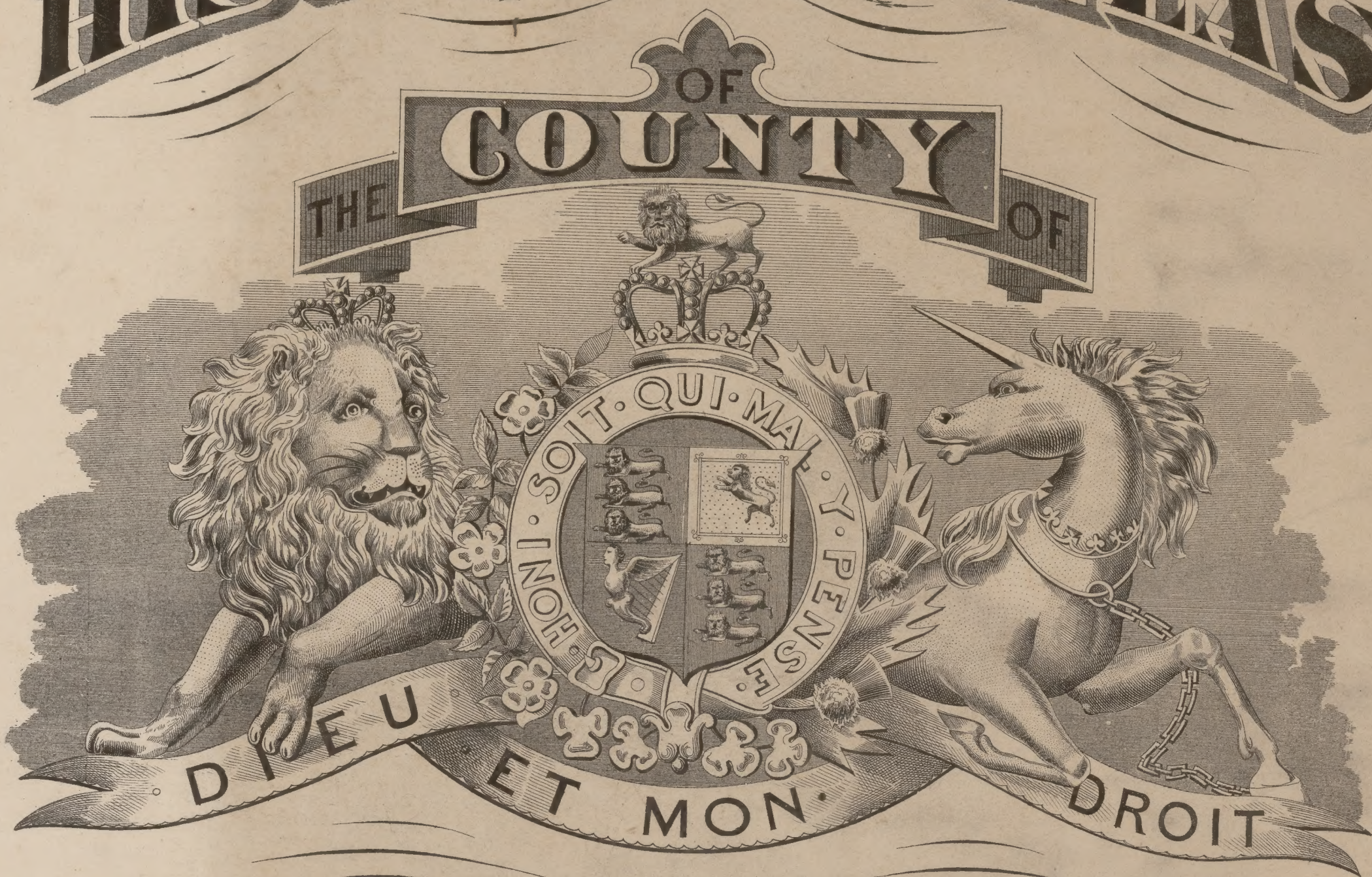


ILLUSTRATED
HISTORICAL ATLAS



ONTARIO
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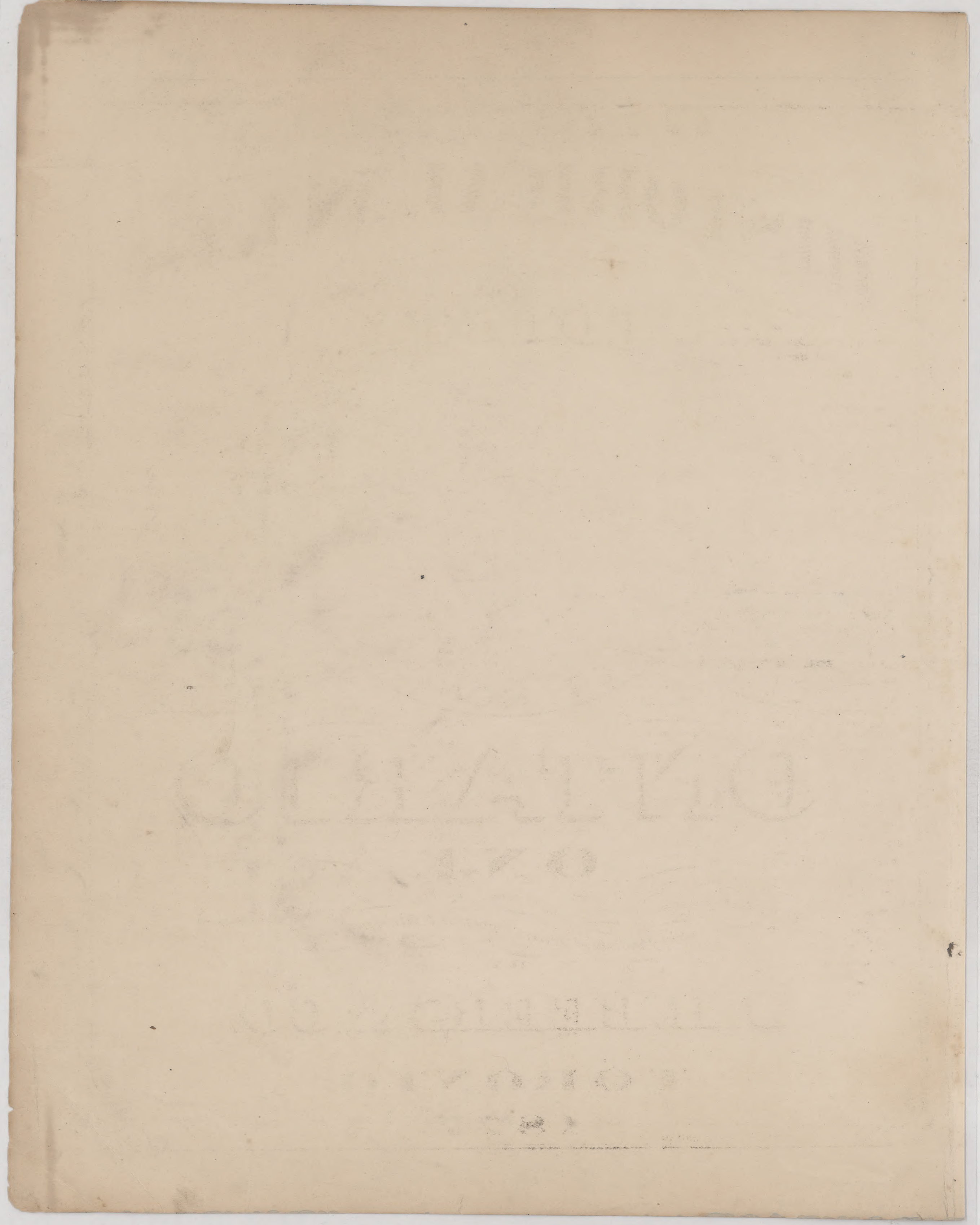
BY

J. H. BEERS & CO.

TORONTO.

1877.

GORRELL, CRAIG & CO. LITH. TORONTO.



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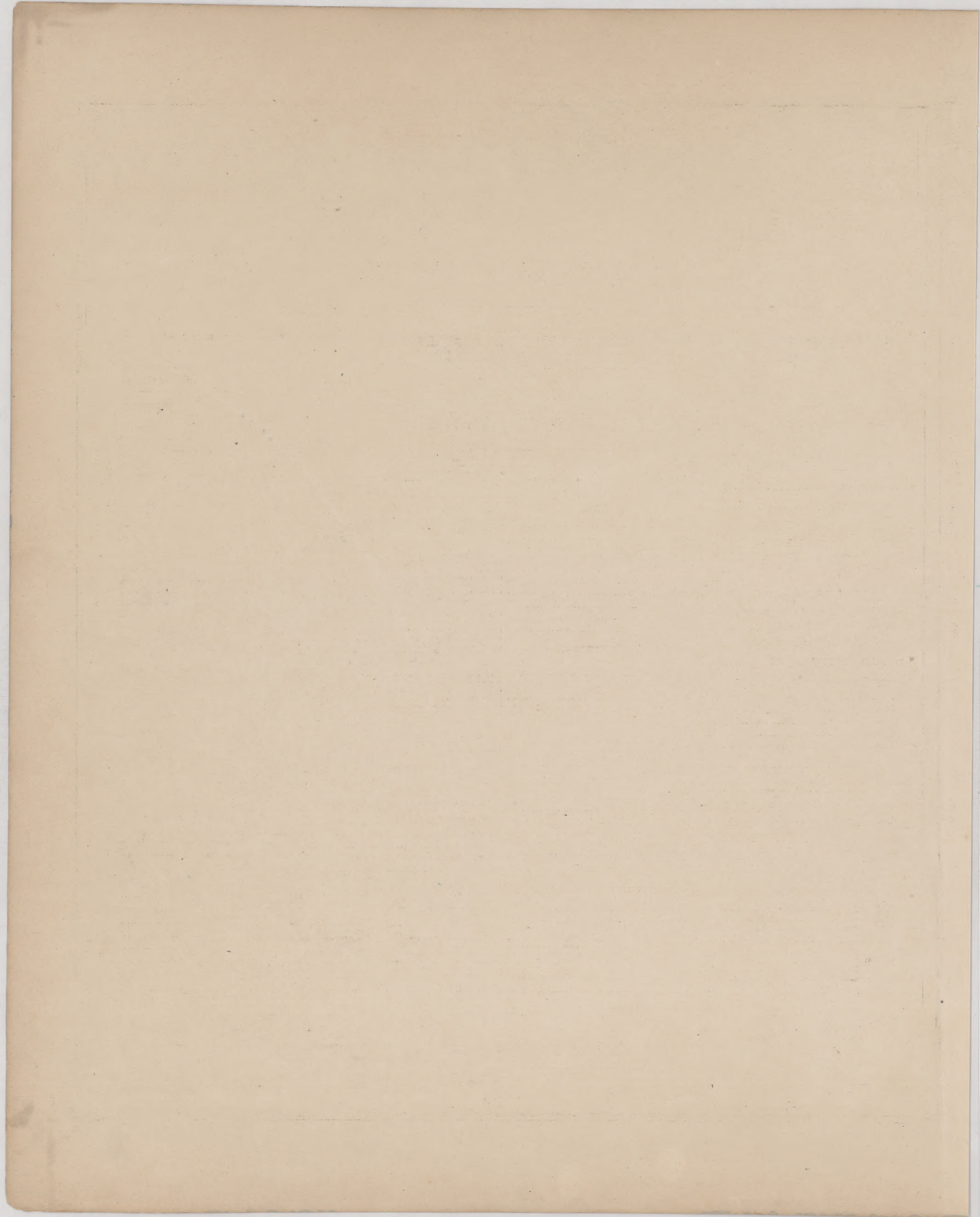
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HISTORICAL SKETCH OF THE COUNTY OF ONTARIO.

THE COUNTY OF ONTARIO

Occupies a remarkable position in the Province of the same name. A glance at the map will show that it is situated, as near as may be, midway between the eastern and western boundaries on the frontier. The name is derived from the smallest of the Great Lakes, whose waters wash its shores on the south, forming the three harbours of Whitby, Frenchman's Bay, and Oshawa, within the county. While the extreme breadth of the county is only the width of two townships, or eighteen miles, it extends northward, in a direct line, to a distance of 66 miles in length. Ontario County is bounded on the north by the Township of Morrison, in the County of Simcoe; on the south by Lake Ontario; on the east by the Counties of Victoria and Durham; and on the west by the County of York, Lakes Simcoe, Couchiching and the River Severn, which also separate it from the County of Simcoe.

The encroachment of the waters of the lakes, on the west and north-west, reduces the width of the county to a single township, north of Brock—the average width thence being eight miles, and at the narrowest point, about the 9th concession of Thorah, extending but five miles across from Lake Simcoe to the boundary line of Victoria.

The general face of the country in the south is rolling, the soil mostly a rich loamy clay. In the north, beyond the ridges, which cross the county about eleven miles from the lake, the land is more of a level character, the soil fertile, with plenty of limestone to the north.

The county is divided into two Ridings, North and South Ontario, each sending one member to the House of Commons, and one each to the Local Legislature. The North Riding is in the Electoral Division of Queen's, and the South in King's Division.

The county is divided into, or, to speak more correctly, is composed of the following municipalities: Reach, Brock, Uxbridge, Scott, Scugog, Thorah, Mara and Rama, and the incorporated villages of Port Perry, Uxbridge and Cannington, in the north; Whitby, East Whitby, Pickering, the town of Whitby and village of Oshawa, in the south. These collectively (exclusive of Cannington, which has only recently arrived at the dignity of a separate municipality, and whose right thereto is still questioned by a portion of the Mother-Township of Brock) elect thirty-two representatives to the County Council of Ontario. Each municipality is entitled to elect a Reeve, and Deputy Reeves according to the number of ratepayers on its assessment roll, in the proportion of one Deputy Reeve for every five hundred additional ratepayers. The regular meetings of the County Council are held twice a year—in January and June—the Warden being elected at the first meeting in January. Special sessions may be summoned at any time by the Warden.

Ontario did not obtain its separate municipal existence as a county until 1st January, 1854. Up to 1852 it was included in and formed part of the County of York. By an Act of Parliament passed in 1851—14th and 15th VICTORIA, Cap. 5—which came into force 1st January, 1852, the old County of York was divided into three counties, viz., York, Ontario and Peel, the union of the three counties for municipal purposes still continuing up to 1st January, 1854, when Ontario left the union and commenced housekeeping on her own account.

The early history of the county is that of the whole district of which it formed part when all was the primeval and unbroken forest, from Lake Ontario northward. The following is the first proclamation of the ancient divisions, 24th July, 1788:—

PROCLAMATION.

DORCHESTER, G.

GEORGE III., by the grace of God, of Great Britain, France and Ireland, King, Defender of the Faith, and so forth. To all our loving subjects, whom these presents may concern, greeting:

Whereas our Province of Quebec stands at present divided only into two districts, and by virtue of two certain acts or ordinances, the one passed by our Governor and the Legislative Council in the twenty-seventh year of our reign, and the other in the present year, provision is made for forming and organizing one or more new districts: Now, therefore, know ye, that our Governor of our said Province, and in pursuance of the acts and ordinances, hath formed, and doth hereby form the several new districts hereinafter described and named, to wit: The district of Lunenburg, bounded on the east by the eastern limit of a tract lately called or known by the name of Lancaster, protracted northerly and southerly as far as our said Province extends, and bounded westerly by a north and south line, intersecting the mouth of the river Gananoque, now called the Thames, about the rifts of the Saint Lawrence, and extending southerly and northerly to the limits of our said Province, therein comprehending the several towns or tracts called or known by the name of Lancaster, Charlottetown, Cornwall, Osnaburck, Williamsburg, Matilda, Edwardsburg, Augusta and Elizabethtown; and also one other district to be called the Trent, discharging itself from the west into the head of the bay of Quinty, and therein comprehending the several towns or tracts called or known by the names of Pittsburg, Kingstown, Ernestown, Fredericksburg, Adolphustown, Marysburg, Sophiasburg, Ameliasburg, Sydney, Thurlow, Richmond and Camden; and also one other district to be called the district of Nassau, extending from the north and south bounds of our said Province, from the western limit of the last mentioned district, so far westerly as to the north and south line, intersecting the extreme projection of Long Point into the Lake Erie, on the northerly side of the said Lake Erie; and also one other district to be called the district of Hesse, which is to comprehend all the residue of our said Province in the western or inland parts thereof, of the entire breadth thereof from the southerly to the northerly boundary of the same; and also one other district to be called the district of Gaspe, and to comprehend all that part of our said Province on the southerly side of Saint Lawrence to the eastward of a north and south line, intersecting the north-easterly side of Cape Cat, which is on the southerly side of the said river; of which all our loving subjects are to take due notice, and govern themselves accordingly.

In testimony whereof, we have caused these our letters to be made patent, and the great seal of our said Province to be hereunto affixed. Witness our trusty and well-beloved GUY, LORD DORCHESTER, Captain General and Governor in Chief of our said Province, at our Castle of Saint Lewis, in our city of Quebec, the twenty-fourth day of July, in the year of our Lord one thousand seven hundred and eighty-eight, and of our reign the twenty-eighth.

GEORGE POWNALL,
Secretary.

By 31st George III., what was before known as the Province of Quebec was divided into the two Provinces of Upper Canada and Lower Canada.

By proclamation, dated 16th July, 1792, Lieutenant-Governor Simcoe divided Upper Canada into 19 counties for representation purposes. They are named and the boundaries given, that of York (embracing Ontario) as follows: "That the fourteenth of the said counties be hereafter called by the name of the County of York, which county is to consist of two ridings, the east and west riding; the east riding is to be bounded on the east by the westernmost line of the county of Durham, on the south by Lake Ontario till it meets the easternmost boundary of a tract of land belonging to the Mississague Indians, on the west by the easternmost boundary line of said tract, running north sixteen degrees west the distance of twenty-eight miles, north seventy-four degrees east fourteen miles, thence south sixteen degrees east sixteen miles, to the southern boundary of the lands belonging to the said Indians, thence along the said tract parallel to Lake Ontario until it meets the north-westernmost boundary of the said county of Durham. That the west riding of the said county be hereafter called by the name of the West Riding of the County of York; which riding is to be bounded on the east by the westernmost line of a tract of land belonging to the Mississague Indians, running north forty five degrees west to the river La Franche, to be called the Thames, on the south by Lake Geneva, to be called Burlington Bay, and a carrying place leading through the Mohawk village to where it intersects the river La Franche or Thames, thence up the said river to the north-westernmost boundary of a tract of land belonging to the Mississague Indians."

This was the beginning of Parliamentary government in Canada. The present County of Ontario was included within the limits of the fourteenth named County, York, forming the eastern portion of the East Riding, adjoining the western boundary of the County of Durham.

In the same year, 1792, the names of the Districts were changed, losing the German appellations given them by Lord Dorchester; that of "Nassau" becoming the "Home District."

The Act making the change was passed at the First Session of the First Provincial Parliament, which met at Newark (Niagara) in September, 1792, called by Lieut-Governor Simcoe. The same Act makes provision for the erection of gaols in each District—giving the Magistrates at Quarter Sessions power to procure plans, let contracts and select sites.

In the Second Session of the same Parliament, 9th July, 1793, the Courts of General Sessions of the Peace for the Home District were fixed to be held at Newark (afterwards Niagara).

The Registry Office for the Home District was located at Niagara in 1795.

In 1798 the old Districts were reconstituted, the Counties of Northumberland, Durham, York (of which Ontario formed part) and Simcoe forming the Home District. Courts of Sessions were authorized to be held in Sandwich, Niagara, and York for the Western, Niagara, and Home Districts respectively in 1801, the first Court at York (now Toronto) being held in that year.

The Counties of Northumberland and Durham were taken from the Home District in 1802, and added to the District of Newcastle. An Act of 1821 set off the County of Simcoe into "a separate district"—Ontario still forming part of York until the proclamation of separation in 1852.

The important announcement of the Provisional County Council and the selection of Whitby as the county town was made in the following

PROCLAMATION.

PROVINCE OF } ELGIN AND KINCARDINE.
CANADA. }

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come—GREETING:

W. B. RICHARDS, } Whereas under and by virtue of the power and
Attorney Gen'l. } authority contained in an Act of Parliament of Our
Province of Canada, passed in the Session thereof held in the fifteenth year of Our Reign, intituled "An Act to make certain alterations in the Territorial Divisions of Upper Canada," Our Governor in Council of Our said Province hath resolved that a Proclamation under the Great Seal of Our said Province should be prepared, naming the VILLAGE of WHITBY as a place within the COUNTY of ONTARIO, in Our said Province, for a County Town, and erecting the Town Reeves and Deputy Town Reeves of the said County of Ontario into a Provisional Municipal Council for the said County, as provided by the fourth section of the Act, and directing that the first Meeting of such Provisional Municipal Council should be held in the said VILLAGE of WHITBY on MONDAY, the THIRD DAY of MAY next after the Teste of this Our Proclamation. AND WHEREAS Our said Governor in Council hath ordered that such Proclamation should issue and bear Teste on the eleventh day of this present month of March: Now KNOW YE that having taken into Our Royal consideration the Resolution so come to by Our said Governor in Council, and fully approving of the same, We do by this Our Royal Proclamation, and in the exercise of the powers in Us vested in this behalf by the said Act, or otherwise howsoever, declare, ordain, proclaim and appoint the said VILLAGE of WHITBY as the place within the said COUNTY of ONTARIO for County Town, and we do hereby in further pursuance of the said powers erect the Town Reeves and Deputy Town Reeves of the said County of Ontario, at the Teste of this Our Proclamation elected, or thereafter to be elected for the same, into a Provisional Municipal Council for such county, and declare such Municipal Council a Provisional Municipal Council under the authority of the Act passed in the Twelfth year of Our Reign, intituled "An Act for abolishing the Territorial Division of Upper Canada into Districts, and for providing for temporary unions of counties for judicial and other purposes, and for the future dissolution of such Unions as the increase of wealth and population may require," until the dissolution of the said County of Ontario with the Counties of York and Peel, in Our said Province. And We do hereby further order, proclaim, ordain and direct, that the first Meeting of the said Provisional Municipal Council for the said County of Ontario shall be held in the said Village of Whitby on MONDAY, the THIRD day of MAY following the Teste of this Our Proclamation; of all which premises All our Loving Subjects, and all others whom it doth or may in anywise concern, are hereby required to take notice and govern themselves accordingly.

IN TESTIMONY WHEREOF, we have caused these Our Letters to be made Patent and the Great Seal of Our said Province of Canada to be hereunto affixed: WITNESS, Our Right Trusty and Right Well-beloved Cousin, JAMES, EARL OF ELGIN AND KINCARDINE, Knight of the Most Ancient and Most Noble Order of the Thistle, Governor General of British North America, and Captain General and Governor in Chief in and over Our Provinces of Canada, Nova Scotia, New Brunswick and the Islands of Prince Edward, and Vice Admiral of the same, etc., etc., at QUEBEC, in Our said Province, this ELEVENTH Day of MARCH, in the year of Our Lord one thousand eight hundred and fifty-two, and the fifteenth year of Our Reign.

By Command,
A. N. MORIN, Secretary.

PETER PERRY.

Peter Perry was the prime mover in agitating for the separation from York and erecting Ontario into an independent county. He settled in Whitby in 1836, having represented the Counties of Lennox and Addington, as the colleague of Marshal S. Bidwell, in the Provincial Legislature for 12 years—from 1824. Mr. Perry, who engaged in extensive mercantile business, set himself at once to work, with an energy and a determination quite characteristic of the man, to the improvement of the section of country in which he had taken up his residence. The Centre road—a road running through the centre of the county, from Port Whitby to its northern limits—was his darling scheme from the first, but he did not spare his efforts in behalf of all other works of public utility. His helpful aid was readily given to all projects designed to promote the interests of this section of country. He was a public and private benefactor, and many a farmer and his descendants who survive him to-day owe the farms on which they now prosper to the friend in need which Peter Perry always proved to his neighbours. He was a remarkable man, of great shrewdness and sagacity, and he early saw how much the people of this county would be benefited by being secured an independent existence from the County of York. As a member of the United Counties' Council, and as a member of the Legislature representing the riding (he was elected for the 3rd riding of York in '49), embracing the southern portion of the County of Ontario, his influence and the vigour of a strong mind were given in that direction. He long and earnestly worked for it, and although he did not live to see its accomplishment, he laid the sure foundation for separation and independence, as well as Whitby being the county town. He died 24th August, 1851, at the comparatively early age of 58. Had Peter Perry been spared ten years longer, the great railway from Whitby to Georgian Bay would have been built; and in all probability, Whitby, with its fine harbour and surrounding advantages, would be to-day a city rivalling in wealth and importance the City of Toronto, or at least dividing with the latter the trade of this whole section of country. He left several daughters and two sons, Robert E. Perry and John Ham Perry. The latter after his father's death played an important part in the municipal and political history of the County of Ontario. He continued with his friends the agitation for separation to a successful issue; became County Registrar (and still filling the office at the time of this writing with much satisfaction), was Reeve of the township and Mayor of the town, and subsequently Warden of the county, had a memorable contest for the representation of King's Division in the Legislative Council in 1860, and took an active part in the promotion of railway and other county enterprises. Robert E. Perry removed from Whitby to Bracebridge a few years ago, and was Warden of the County of Victoria in 1875.

The first Provisional Council was composed as follows:

Townships.	Reeves.	Deputy Reeves.
Whitby,	James Rowe.	James Dryden.
Pickering,	W. H. Michell.	P. Taylor.
Reach,	Thomas Paxton.	A. W. Ewers.
Brock,	Robert Sproule.	A. Carmichael.
Uxbridge,	Joseph Gould.	
Scott,	James Galloway.	
Georgina,	James Bouchier.	
Thorah,	C. Robinson.	
Mara and Rama,	James McPherson.	
Oshawa Village,	T. N. Gibbs.	

Mr. Bouchier, of Georgina, was appointed to preside as chairman until the Provisional Warden was elected. The first meeting under the proclamation took place on Monday, 3rd May, 1852, and was held in a frame school-house near St. John's Church, at the Bay. Mr. Joseph Gould, of Uxbridge, was elected first Provisional Warden of the new county, and Mr. William Powson, of Manchester, in Reach, County Clerk. The seat for the united townships of Mara and Rama was claimed by Mr. Michael McDonagh, who contended that Mr. McPherson had resigned, and that he (Mr. McDonagh) had been elected. Both gentlemen produced certificates of election from the Township Clerk. Mr. McPherson, however, took his seat and voted during the proceedings, under protest from the adverse claimant. A resolution in favour of appropriating the necessary amount for the erection of the county buildings was the principal business before the meeting. As the existence of the new county hinged upon this appropriation being then made, a special interest attaches to the proceedings which took place.

Mr. Gould moved "That the Council do now proceed to appropriate at once the amount necessary to erect the county buildings, the same to be raised in sums so as to cover a term of twenty years."

He said that the time had now arrived for a separation from the old county. The accumulating county business, which is now literally choking up every department of our county affairs, in this huge county, has long cried for a division of the County of York, and especially now when other counties, of not half its extent or population, were cheerfully availing themselves of those district divisions which of necessity forced themselves on the Government, and were successfully working out their own local concerns untrammelled by an overwhelming centralizing influence such as we had to contend with in the City of Toronto. The time had arrived—the general voice of the people now demanded a separation, and he had always and was always ready to bow to that voice, especially when he heartily concurred in the justice of the demand. The mainspring of every action is self-interest, and he trusted that no man present was so insensible to the interests of his constituents as to refuse to secure them now by the immediate erection of our county buildings, and a speedy separation. What could we avail by delay? Could we stave off the network of taxation that is now

being prepared to be cast over us by the City of Toronto? The County of York is not only erecting a Court House, which the adverse interests to this section have needlessly hurried on the Council in anticipation of the present event, but they contemplate further improvement and heavy expenditures, to avoid which is our solemn duty to our constituents. Why did they hurry this matter? The great and expensive improvements that have been made in the past years rendered the county buildings sufficiently convenient for many years to come, and after our separation more than sufficient; but York and Peel wish to get a bite out of us first, and the sooner we separate the sooner will we get rid of these debts of their contracting. (Cheers.) Any opposition here now will be but adding additional power to the efforts of York and Peel to take from us to the utmost farthing. We cannot stave off separation indefinitely. It will ultimately come; and what claim can we have hereafter, by arbitration or otherwise, on the County of York for refunding our equitable share of these contemplated assessments if we delay the hour? Can we ask them to refund a share of the tax that we have voluntarily submitted to? Certainly not with any shadow of justice on our side. Let us proceed then at once and place ourselves out of danger, and not remain at the further mercy of York and Peel. (Cheers.)

Mr. Michell moved, seconded by Mr. Gibbs, "That no appropriation be made until the question be referred to a direct vote of the ratepayers of the county." He said that the people ought to give an expression of sentiment on the question. Should his township be in favour of the appropriation, he would not oppose it. Mr. Gould holds up the bugbear of taxation, but the old county never taxed us improperly, and he had no proof that they ever would. He considered the expense of building our county buildings would be £10,000, and the cost of transferring registration of titles £3,000; but notwithstanding this, if he could see how we were to be benefited by a separation, he would not oppose it. The people did not want it. Petitions had been circulated, but how were they signed? Again, is this a proper time to involve the county in heavy expenditures, when every kind of produce is so low and the people impoverished? Other counties, it is said, less populous and wealthy, have erected their buildings; but they are not satisfied—they complain of expenses and neglected roads. When he was in favour of division, it was when we had not the handling of our own money; and when he heard a gentleman in Toronto say that he hoped to see the grass grow in the streets of Whitby, then he told Mr. Perry he would go for a division. Circumstances, however, have changed since then, and the same necessity does not exist; besides, the Government, acting on fictitious petitions, have taken the matter out of the people's hands, and he wished it restored to the people. Not till then would he yield a compliance. The cry for division was but an *ignis fatuus*, and the people would rise upon those that led them into the snare.

Mr. Gibbs thought the amendment was the best under existing circumstances, and such as he expected Mr. Gould would himself introduce, from the expressions he had often heard him make, but that gentleman has changed his mind. He dreads a tax to be levied by the old county; but how can he show that we will be relieved from it? It was well ascertained at the last meeting of the Council in Toronto, that a tax could not be levied on York and Peel without Ontario partaking of it, and it was resolved to refund any amount raised from Ontario for improvements in the old county when separation should take place, and he would therefore be in favour of letting the taxpayers decide the question. Why this haste? What has changed Mr. Gould's mind? He thought surely that the extension of the Division Court Act had lessened the necessity of separation. He found that the expenses of the new county would be about £2,000 per annum, and the people are now complaining of taxes. True, we would not enjoy municipal government without taxation, but the taxes for gaols and court-houses were not necessary for the good of the people—at least he would give the people the opportunity of saying whether they were so or not, and then he would yield to their decision.

Mr. Ewers would oppose the amendment of Mr. Michell, because that gentleman had not brought a single argument in favour of delay. Mr. Gibbs says the Legislature will settle the amount to be refunded by the old county, thus showing that even in his opinion a separation is not far distant; and if not far distant, why not at once, and before we are thoroughly fleeced by the old county? Should the question of choosing the site for the county buildings be left to the people, where should we not want them? What would Mr. Gibbs have us do, if not do as Oshawa once did: ask the Government to shut up the road leading to Whitby harbour? (Hear, hear.) If the site had been chosen in a certain neighbourhood, Mr. Gibbs would not refuse £10,000, or £20,000 if need be, for the public buildings. (Cheers.) He would therefore vote for the resolution.

Mr. Galloway opposed the resolution, because the petitions for division were signed by names of persons who, he would not say were unborn, but to his knowledge the names of suckling babies were attached to them.

Mr. Paxton said that in his belief the whole people were in favour of appropriation, and this being so, it was not their duty, according to their oath, to consult the interests of this or that neighbourhood individually, but the whole county. We have contended for a division for six years, and had we such obstructionists as Messrs. Gibbs and Michell, we might have to contend many years. The selfishness of Mr. Michell led him to favour a division when the back townships were unequally assessed, and when they had to pay as much tax for an acre of swamp as the front had to pay for an acre worth forty dollars; but now that the assessment is equalized, and the front has to bear an equal proportion with the rear in the cost, he turns about and opposes it. (Cheers.)

Mr. Gibbs, in answer to Mr. Gould, said that as he had been confined by illness he could not learn whether the Court House in Toronto had been sold or not, and went on to show the expense of carrying on the county business, which he estimated yearly at £2,000.

Mr. Michell denied that the equalization of taxation was the cause of his opposition now, and inquired the cause of Mr. Gould's change of position?

Mr. Gould said he opposed a division formerly on the ground that Mr. Michell supported it—the unequal burdens on the back townships by an arbitrary assessment law; and he supported it now on the grounds that Mr. Michell opposes the appropriation—because the burden is now equal. If Mr. Michell be such a stickler for appeals to the people in everything that the people expect him to act on, why not ask for an appeal to the people before he voted for the assessment in Toronto for the new buildings? (Cheers.)

Mr. Taylor was astonished at the factious opposition of Mr. Michell. He had nominated him on the ground of his promise not to oppose the appropriation, but he has wonderfully changed. For himself, he had always been the same under every circumstance, and would now vote for the appropriation, not only because he believed it to be just and sound policy, but because he believed the majority of his constituents thought likewise.

Mr. Dryden said that seven-eighths of the criminal cases of the counties belonged to Toronto, and therefore if but one-third of the expense were borne by us, the amount would be but trifling compared to the estimates of Mr. Gibbs. That gentleman must be fond of exaggerations. Mr. Dryden spoke at considerable length, and believed Mr. Gibbs' opposition to the appropriation arose more from disappointment than anything else; for that gentleman knew well that should an assessment be levied in one year for erecting the buildings, it would not exceed a penny in the pound.

Mr. Michell rose to defend his consistency from the foul aspersions that had been cast upon it by Mr. Gould and others. He denied that he was influenced by selfish motives either when he opposed or advocated a division. He had circulated petitions in Pickering, but with all his influence could not get ten signers.

Mr. Gould asked the Reeves and Deputies to canvass the consistency of Mr. Michell. He tells us at one time, when he was in favour of division, that four-fifths of Pickering were for division, and again that he could not get signers to the petitions for that object with all his influence. His arguments can no more hang together than the consistency of his various movements, and he regretted exceedingly the humiliating position that that gentleman had placed himself in before the new county. Mr. Gould continued speaking at great length, going fully into the different improvements of the old county buildings for which we have been taxed different times; the object of the old county in pushing forward the present tax; and strongly urging the Council to make this glorious effort to advance the interests of this section of the county by voting the appropriation. He sat down amidst great cheering. The question was then put, and the resolution to appropriate CARRIED by the vote of the Warden.

The Council then adjourned, to meet again after the adjournment of the United Counties' Council at Toronto (provided that the day be not Sunday, and if so, then the Monday following), in the Free Church at Whitby village. Mr. Hannam's residence, corner of Brock and Mary Streets, was the old Free Church; it was free to all denominations, and was largely used for public meetings.

On the same evening the Provisional Council embarked for Toronto, on board the *Admiral*, to take their seats in the United Counties' Council.

When the Provisional Council met again on Monday, 10th May, there was no quorum, the members opposed to separation, numbering one-half the body, all absented themselves from the meeting, by preconcerted arrangement as was charged, in order to prevent the transaction of business and so block further proceedings.

Thus was the County of Ontario organized, on the 3rd of May, 1852. The passage of a resolution to raise the necessary funds for the erection of the county buildings was their first important act. For six years previously the friends of the new county had struggled hard to give it existence. The difficulties in the way were numerous and formidable, and had to be encountered at every step. There was a strong city influence of the bankers, merchants, and others of Toronto opposed to separation from the County of York, which, with the local jealousies and divisions then raging, principally on account of the location of the county town at Whitby, might well have deterred from the task men less courageous and determined than those who entered the early struggle for county independence. The record gives the yeas and nays on the vote as follows:

Yeas:—Messrs. Rowe, Paxton, Gould, Robinson, Dryden, Taylor, Ewers—7.

Nays:—Messrs. Michell, Gibbs, Sproule, Galloway, Bouchier, McPherson, Carmichael—7.

The double vote of Mr. Gould carried the day. Had he failed his friends, or hesitated to exercise his right to give the casting vote, as Provisional Warden, in favour of the appropriation at that supreme moment, the separate existence of the County of Ontario might have been indefinitely postponed, and Whitby's chances of being the future county town hopelessly jeopardized. The construction of the Northern Railway in 1853, touching Lake Simcoe, and giving the northern townships a new front, would have lost Thorah, and Mara and Rama, and probably Brock.

Nor was the struggle yet ended.

A protest had been entered against what had been done, and a document drawn up and signed by six of the protestors, withdrawing from further attendance on the meetings of the Provisional Council. The ostensible reason put forward for this course was, that they wanted the whole question submitted to a vote of the ratepayers. This could, however, be only a pretence, for the ratepayers had been consulted at the previous municipal elections and had already instructed their representatives how to vote. Nevertheless, the Council as constituted had pronounced in favour of the by-law, which was immediately published, to raise six thousand pounds for the purpose of defraying the expenses of the erection of the county buildings.

The next meeting of the Provisional Council was held on Tuesday, 1st June, "in the brick school-house," Whitby. Nine members were present upon this occasion, viz. Messrs. Carmichael, Dryden, Ewers, Gould, McDonagh, Paxton, Robinson, Rowe and Taylor.

Mr. McDonagh had established his claim to the seat for Mara and Rama to the satisfaction of the Provisional Council. He made a speech in favour of the new county, stating that he had swam his horse across an arm of Lake Simcoe, in order to be present to do justice. He was well received and entertained by the people of the town and the friends of the new county. Mr. Carmichael explained his position with regard to signing the protest, recanted, said "he had come to perform his duty under the law," and approved of the course the Provisional Council were pursuing.

At this meeting William Paxton, jun., was appointed County Treasurer. The motion was moved by Mr. McDonagh, seconded by Mr. Ewers. The following resolution was also passed; it is here given to settle a question of fact:—

"Moved by Mr. McDonagh, seconded by Mr. Ewers: "That the Provisional Warden be instructed to receive as good and sufficient securities the following persons, viz.: James Dryden, Esq., William Paxton, sen., Thos. Paxton, Esq., and Mr. George Paxton, to the amount of £3,000, for the faithful performance of the duties of Provisional Treasurer of the County of Ontario."—Carried.

A resolution was also passed requesting the Government to appoint immediately a Registrar and County Judge.

The by-law to raise the £6,000 for building purposes was again passed at this meeting, the legality of the previous action of the members of the Council, who did not constitute a full quorum, being doubtless regarded as open to question.

While the war of separation raged at this time, meetings were held in the various municipalities, at which resolutions were passed for and against, and in approval or disapproval of the action of their representatives at the County Council. Uxbridge especially passed resolutions heartily approving of the course of Mr. Joseph Gould. In Pickering, Peter Taylor's course was condemned at a public meeting, while that of W. H. Michell was approved. The township was at the time divided into wards. The ratepayers of Mr. Taylor's ward (No. 1) subsequently held a meeting, voting confidence in him and denouncing Mr. Michell.

At the next meeting, which was held in the Free Church on Thursday, 24th June, the report of a committee appointed to draft an address to the Government, recommending parties for appointment to the several county offices, was presented. The recommendations made were—for Sheriff, Ezra Annes; for Registrar, John Ham Perry; for County Judge, Zacheus Burnham; and for Clerk of the Peace, Chester Draper. The report was amended by substituting the name of Charles Robinson, of Thorah, for that of Ezra Annes, and was so adopted. An unsuccessful attempt was made, through the interference of the Court of Chancery, to stop further proceedings in the new county. The Courts were also appealed to to quash the by-law for raising funds for erecting the county buildings, and to quash a second by-law passed by the Provisional Council for raising £887 to meet contingent expenses. In the latter the opposition were successful, the by-law being quashed on technical grounds. Peter Taylor's seat was attacked on the ground that he was ineligible, inasmuch as he was Treasurer of the township of Pickering, for which he sat as Deputy Reeve in the Provisional Council. Mr. McDonagh's claim to the seat for Mara and Rama was disallowed in Toronto, and Mr. McPherson retained by the United Counties' Council as the representative of the northern townships. The proceedings against the new county came to nothing.

The representatives of York and Peel in the United Counties' Council,

taking advantage of the differences between the Ontario representatives, manipulated the assessment rolls to their own advantage. In equalizing, they took no less than \$200,000 off their own municipalities and placed the amount upon the new county struggling into life. Reach was increased £62,000, Whitby £56,000, Uxbridge £13,000, Brock £20,000, and so on. Nor did Oshawa escape; its value was also largely increased. Mr. Gibbs took fire at this treatment and joined with the friends of the new county in resisting the injustice.

The site for the county buildings was another bone of contention. Some half-dozen were laid before the Building Committee—one of five acres, north of Dundas Street, belonging to the Perry estate, being first selected. This was not agreeable to the residents at the Bay, and, as a compromise, the site upon which the county buildings now stand—two acres of the Worden estate—was accepted.

When the Provisional Council met on the 7th June, the by-law to raise £6,000 for county buildings was finally passed, and the site agreed upon approved. The contract was let to Mr. James Wallace. After this there was a breathing spell. It was, however, but of short duration. It was discovered that Oshawa, as a municipality, was not rated *high enough* on the aggregate assessment of the county, upon which the rate was to be levied for paying the debentures and interest issued for the £6,000, and this it was believed would prove fatal to the legality of the by-law. Oshawa was rated at £61,666, instead of £92,500, the correct amount. The representatives of Oshawa in fact, who had hitherto fought against paying anything for erecting county buildings at Whitby, now complained of the *lightness* of their taxes for that purpose! They had previously been taking advantage of the error of under-valuation, and paying less county taxes than their just proportion in the United Counties' Council. They now sought to take advantage of their own wrong, with the view of quashing the by-law! Mr. G. H. Grierson got the credit of making the discovery of this legal point. The Courts were again resorted to; but the attempt to quash the by-law utterly failed, the lame arguments of the relators in the case being scouted by the Court.

At the first meeting of the Council for 1853, which was held 10th February, there were present: From Whitby—James Rowe, reeve, James Burns, deputy; Pickering—John Lumsden, reeve, Peter Taylor, deputy; Reach—J. French, reeve, P. A. Hurd, deputy; Brock—George Brabazon, reeve, N. Bolster, deputy; Uxbridge—Joseph Gould, reeve; Scott—James Galloway, reeve; Georgina—Boyd, reeve; Thorah—Cameron, reeve; Mara and Rama—J. S. Garnett, reeve; Oshawa—T. N. Gibbs, reeve.

Mr. Gibbs was elected Provisional Warden, the vote being taken by ballot. Some members of the Council took umbrage at remarks made by Mr. Gibbs on taking his seat. He was understood to say that his election to the Wardenship showed that his course in the past, in opposing the setting off of the new county, had been right, and had been approved of. This was by no means the case with some of the northern men, who voted for Mr. Gibbs because of his personal fitness, and they resolved to let him see it by displacing him, or rather, as was expressed at the time, to test the opinion of the Council on the subject. Mr. Gibbs thereupon tendered his resignation. James Rowe, Reeve of Whitby, was then elected to the vacant chair by the casting vote of the township of Whitby, as having the largest number of names on the assessment roll. The vote stood 6 to 6. Bolster, Brabazon, Gould, Lumsden, Taylor and Rowe, voted yea; Burns, Boyd, Cameron, Gibbs, Galloway and Hurd, voted nay. Garnett had disclaimed the seat for Mara and Rama, and French, of Reach, was inveigled off "to dine with a friend," and kept out of the way until after the vote was taken. Looking back now, at the distance of a quarter of a century, at the proceedings in connection with the organization of the new county, one is amazed at the bitterness of feeling displayed, and the tenacity of purpose with which every inch of ground was fought by both sides. The press teemed with letters full of charges and counter-charges, impeaching the motives and actions of individual members; broad sheets filled with earnest appeals, and full of forebodings of future ruin; protests and earnest appeals to the ratepayers against separation were scattered broadcast throughout the county, and public meetings and demonstrations of all kinds were continuously held to keep up the excitement. The prize of the County Town was, however, the great stumbling-block to union and independence, for even those who opposed separation could not fail to see how Ontario was being fleeced, session after session, by the majority, in the union with York and Peel. To be the County Town was a prize worth fighting for, and perhaps no representative is to be blamed for doing his best to secure it for his own locality. The claimants, with Whitby, were, Brooklin, Manchester, Uxbridge and Oshawa. With the publication of the proclamation appointing Whitby, all but Oshawa succumbed. The latter fought it out as long as there was a hope or a chance, led on by Messrs. Gibbs, Farewell and Grierson. James Rowe's election to the Wardenship, under the circumstances, was a bitter pill to have to swallow. But, after all, it appears to have had the wholesome effect of bringing about a better understanding. At the very next meeting we find Mr. Gibbs voting with the majority, side by side with Mr. Gould and Mr. Taylor, against a resolution of the representative of Georgina, "That no further action be taken in the construction of the county buildings, but that it would be conducive to the interests of the townships to remain in connection with the County of York." Oshawa appears to have at last accepted the inevitable. The work of the county buildings was allowed to go on without further interruption, and all active opposition had subsided at the session of the Provisional Council held in March, '53. Georgina was unrepresented at this session, having applied to the Legislature for a special Act to be reunited to York. Mr. Hartman's presence in Parliament secured the desired legislation from Mr. Hincks, against the remonstrance of the County of Ontario. Georgina was lopped off and annexed to York, and Mr. Hartman's seat was thereby made more secure. A glance at the map will show that Georgina properly belonged to Ontario, and that attaching it to York was a piece of legislation that could only have been permitted by a Government desirous of serving a friend.

The county buildings progressed rapidly in the hands of Mr. Wallace, the contractor. On Thursday, the 30th June, the corner stone was laid with imposing Masonic ceremonies. The day was a Red-Letter day in the annals of the county, and the event is thus recorded in the *Reporter* of the week following:

LAYING OF THE CORNER STONE.

According to the intimation in our last, we now proceed to record the event of the laying of the Corner Stone of the Court House of the County of Ontario. It is not needed of us to enter into a recapitulation of the almost overwhelming struggles of our public men in the attainment of the great and important object of which the laying of the chief Corner Stone on the 30th June, 1853, was the triumphant consummation, nor of the heroic fortitude of Joseph Gould, of the noble township of Uxbridge, who, amidst the whirlwind of rage and disappointment of the enemies of this county, and every species of abuse that malice could invent, with the firm and unwavering spirit of a man who can be relied on in an emergency, braved the storm, and by his casting vote on the 1st of June, 1852, according to the provisions of the Municipal Law founded this county. He witnessed on the 30th ult. the laying of the Corner Stone of the County Buildings, for which he laboured so incessantly, and the benefits of which to this section of country we hope he will live many years to enjoy. At no distant day we trust that both he and his co-labourers in this work will witness the whole length of this county spanned by the iron rail, and its fertile townships the thoroughfare of the commercial traffic between two great lakes.

Pursuant to the request of the Provisional Warden, Jas. Rowe, Esq., and

the contractor, Jas. Wallace Esq., the fraternity of Freemasons began to assemble at an early hour on Thursday, 30th ult. The day was beautiful, and the town of Whitby presented a gay appearance as every avenue leading to it poured in its line of carriages filled with happy faces. Along the east front of the Court House, an area was enclosed, and strong and substantial raised seats at either end erected under the superintendence of Mr. Creese, from the office of the chief architect, Mr. Storm, of Toronto. In the centre was a raised dais covered with carpet, appropriated to the officers of the Grand Lodge of Freemasons of the Province of Canada, the Provisional Warden of the County, the Provisional Council, the member of the County, the Bar, the Clergy and distinguished strangers. The arch that spanned the opening to the area was surmounted by a large crown, formed of evergreens and roses by Mr. John Allan (who, by-the-by, in addition to his skill as a decorative gardener, showed excellent taste and design in this), and under which was suspended, in letters formed in evergreens, the initials of our glorious Sovereign, V.R., the whole surmounted by the Union Jack, and from various other points flags were suspended. At about three o'clock the area began to fill up, and at the time of the ceremony the seats presented an interesting appearance, filled as they were with the youth and beauty of the county.

The Brooklyn brass band, being engaged for the occasion, arrived at an early hour, preceding the brethren of Mount Zion Lodge, Borelia; shortly after which the Lodge at Bowmanville arrived, and about two o'clock p.m. the steamer was announced with the officers of the Grand Lodge and brethren from the different Lodges in Toronto, accompanied by the city band. The Right Worshipful Grand Master, Sir Allan Napier McNab, was announced to officiate on the occasion; but being suddenly attacked with illness, and the Deputy Grand Master, Mr. Bidout, being absent on railroad business at Quebec, the duties devolved on Bro. Richardson, Grand Secretary. The carriages conveying the grand officers and brethren from the landing having arrived at the Lodge-rooms of the Composite Lodge, the Provincial Grand Lodge was opened in due and ancient form, after which the brethren, being properly marshalled, proceeded in open Lodge to the Court House building in the following

FORM OF PROCESSION:

Cadets of Temperance.

Sons of Temperance.

Bar.

Clergy.

Magistrates.

THE MEMBER FOR ONTARIO.

FREEMASONS.

Brethren in proper Masonic clothing (*i.e.*, black suit with the exception of the vest, which is white, white neck-cloth and gloves), and such Aprons and Ornaments as they are entitled to wear.

Two TYLERS WITH DRAWN SWORDS.

MUSIC.

Brethren Members of various Lodges, Two and Two.

A CORNUCOPIA WITH CORN, carried by a Master.

Two Ewers with Wine and Oil, carried by Masters.

Gr. Steward. Grand Pursuivant. Gr. Steward.

Grand Organist.

Assistant Grand Director of Ceremonies.

Grand Director of Ceremonies.

Grand Supt. of Works (Architect of the Building), with the Plans and Inscription Plate.

Past Grand Sword Bearers.

Past Grand Deacons.

Past Grand Secretaries.

Grand Secretary, with Book of Constitution on a cushion.

Grand Registrar, with his Bag.

Grand Treasurer, with Phial containing Coins, &c.

Past Grand Wardens.

Visitors of Distinction.

The CORINTHIAN LIGHT, carried by a Master.

The Column of the Junior Grand Warden, carried by a Master Mason.

The Junior Grand Warden with the Plumb and Rule.

BANNER OF THE GRAND LODGE.

The DORIC LIGHT, carried by a Master.

The Column of the Senior Grand Warden, carried by a Master Mason.

The Senior Grand Warden with the Level.—The Junior Grand Deacon.

Gr. Steward.—The Grand Chaplain, with Bible on a cushion.—Gr. Steward.

The DEPUTY GRAND MASTER, with the Square.

The IONIC LIGHT, carried by a Past Master.

A Past Grand Warden, with the Mallet.

Grand Sword Bearer.

The GRAND MASTER—Senior Grand Deacon.

Two Grand Stewards.

Grand Tyler.

Having arrived at the Buildings, and the acting Deputy Grand Master, Bro. Richardson, having taken his stand on the platform assigned him, pursuant to ancient custom addressed the great assembly from all parts of the county in these words:

"Men, women, and children, here assembled to-day to behold this ceremony, know all you, that we be lawful Masons, true to the laws of our country, and established of old with peace and honor, in most countries, to do good to our brethren, to build great buildings, and to fear God, who is the great Architect of all things. We have among us, concealed from the eyes of all men, secrets which may not be revealed, and which no man has discovered; but these secrets are lawful and honorable to know by Masons, who only have the keeping of them to the end of time. Unless our craft were good and our calling honorable, we should not have lasted so many centuries, nor should we have had so many illustrious brothers in our Order, ready to promote our laws and further our interests. To-day we are here assembled in the presence of you, to lay the Foundation stone of Buildings for the public use of this new county, and promote harmony and brotherly love, till the world itself shall end. *No mote it be.*"

A prayer was then offered up by the Grand Chaplain, Rev. Bro. Mayerhoffer, when, amidst a strain of music from the band, the Acting Grand Master descended, accompanied by his officers, and approached the northeast corner. The Stone being previously raised, the Acting Grand Master placed the deposits underneath. (The deposits were—Minutes of Provisional Council, Toronto papers of Thursday, June 30th, Scobie's Almanac, Ontario Reporter and Oshawa Freeman, a list of the Executive Government, Members of both branches of the Legislature, of the Judiciary, and other functionaries of the Province; last number of *Canadian Journal*; various silver and copper coins of the realm; a copy of a letter of Joseph Gould, Esq., concerning the new county.)

The following inscription is engrossed on parchment, and also placed in the bottle, which was carefully embedded in pulverized charcoal in the cavity:—

This
The Chief Corner Stone
of
The Court House and Public Offices
of

The County of Ontario,
was laid on
Thursday, the Thirtieth day of June,
In the year of our Lord one thousand eight hundred and fifty-three,
In the seventeenth year of the Reign

of
Her Most Gracious Majesty Queen Victoria,
The Right Honorable the Earl of Elgin and Kincardine, K.T.,
being
Governor-General of British North America,
by

The Grand Lodge
of
Free and Accepted Masons of Canada
West,
On the invitation and in the presence
of

The Municipal Council and the Inhabitants
of the said County.

The Provisional Municipal Council:

JAS. ROWE, Esq., WARDEN;
Thomas N. Gibbs, Reeve of Oshawa; Jas. Burns, Deputy Reeve of Whitby;
Jno. M. Lumsden, Reeve of Pickering; Peter Taylor, Deputy Reeve of
Pickering; Thos. Paxton, Reeve of Reach and Scugog; Abel W. Ewers,
Deputy Reeve of Reach and Scugog; Nathaniel Bolster, Deputy Reeve of
Brock; Geo. Brabazon, Reeve of Brock; James Galloway, Reeve of Scott;
Donald Cameron, Reeve of Thorah; Joseph Gould, Reeve of Uxbridge;
Reeve of Mara and Rama; Wm. Powson, Clerk; Wm.

Paxton, Treasurer. Cumberland & Storm, Architects.
James Wallace, Contractor.

The mortar being spread, the Stone was then slowly lowered to its permanent resting place, amidst the solemn and magnificent strains of the National Anthem by both bands. The *Plumb, Square and Level* were then each respectively handed by the Chief Architect to the Acting Grand Master, who, after applying them, pronounced the Stone "*well formed, true and trusty.*" Three immense cheers were then given for the Queen, and three for the COUNTY OF ONTARIO. The silver vessels containing the *Corn, Wine and Oil* were then presented by the Grand Wardens, and were each successively poured on the stone by the Acting Grand Master, saying:

"May the all-bounteous Author of Nature bless the inhabitants of this place with all the necessities, conveniences and comforts of life; assist in the erection and completion of this building; protect the workmen against every accident, and long preserve the structure from decay; and grant to us all, in needed supply, the corn of *nourishment*, the wine of *refreshment*, and the oil of *joy*!"

"Amen! so mote it be! Amen!"

The Stone was then struck three times with the *mallet*, and the ceremony was concluded amidst immense cheering from the vast multitude. The procession was then re-formed, and proceeding through the principal streets of Whitby, returned to the Lodge Room at Scripture's, and the Masonic Lodge was closed.

Amos Wright, Esq., member for this County, made some encouraging remarks touching our railroad prospects from his place on the platform, and was followed by the Rev. J. T. Byrne.

There was a grand dinner after the ceremony, at which everybody was toasted and everybody's prosperity drank, as well as the future prosperity of the new county. The presence of Mr. Gibbs and others who had taken part in opposing the setting off of the county, shews that all were now working amicably together.

The appointment of County Officers caused the next commotion. For the offices there was the usual scramble on such occasions, and more than the usual excitement in the struggle to secure them. The applicants were many and clamorous, each believing his own merits and his personal and party claims to be the best. Judge Burnham had been already appointed Associate Judge of the United Counties of York, Peel and Ontario in 1852, on the petition of the Provisional Council, and had been previously Judge of the D. Division Court. Mr. J. H. Perry received the appointment of Registrar in October, 1853. He was appointed under a special provision in the Statute respecting the junior counties of Ontario, Peel, Elgin and Lambton. The "scrimmage" went on over the other offices, and especially for the shrievalty was the contest hot and warm. Mr. Ezra Annes was a prominent applicant; Mr. John Campbell, of Brooklin, had pretensions to it, as well as to the Registry Office; Mr. Charles Robinson was the nominee of the Provisional Council; Mr. S. B. Fairbanks had been recommended by the member for the county (Mr. Wright), and also by Mr. Hartman. Mr. Wright was brought to book for the latter recommendation, and was forced to withdraw it at a public meeting, which also petitioned the Government against the bestowal of the appointment on Mr. Fairbanks! Finally delegates were appointed and a Convention held in Reach, where the merits of the respective candidates were discussed. The voting was in favour of Mr. Charles Robinson for Sheriff. There were ten candidates for the office of Clerk of the Peace, the contest finally settling down between Mr. Chester Draper and Mr. Wm. Powson, the latter carrying the day. Mr. Peter Taylor, of Pickering, was recommended for the office of Registrar, the Convention being evidently in the dark as to the appointment of Mr. Perry having been already made. There was afterwards a lull on the surface, although beneath it applicants for office and their friends were working like beavers to secure them for the remainder of 1853.

On the 1st of January, 1854, the following proclamation was issued dissolving the union of counties, and erecting Ontario into a separate and independent county of the Province:—

PROCLAMATION.

PROVINCE
of
CANADA } WM. ROWAN.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.
To all to whom these presents shall come—GREETING:

JOHN ROSS,)
Attorney General. } Whereas, by an Act of the Parliament of Our
Province of Canada, passed in the twelfth year of
Our Reign, chaptered seventy-eight, and intitled *An Act for abolishing the
Territorial Division of Upper Canada into Districts, and for providing for
Temporary Unions of Counties for Judicial and other purposes, and for the
future dissolution of such Unions as the increase of wealth and population
may require*, certain provisions are made for the dissolution from time to
time of the different Unions of Counties by the separation of the several
junior Counties contained in such Unions respectively from the Unions to
which they may respectively belong, and to the independent organization
of such junior Counties as respects all matters both Judicial and Municipal,
and for all other purposes whatsoever, and which provisions are by the said
Act made applicable to the dissolution of such Unions in General; AND
WHEREAS by another Act of the Parliament of Our said Province, passed in
the Session thereof held in the fourteenth and fifteenth years of Our Reign,
intituled *An Act to make certain alterations in the Territorial Divisions of
Upper Canada*, it is amongst other things in effect enacted, that so soon
as the Court House and Gaol in any one of the Counties of Elgin, Waterloo,
Ontario, Brant, Grey, Lambton or Welland, shall have been erected and

completed at the County Town of such County according to the provisions of the fifteenth section of the said first-mentioned Act, and the other provisions of the said fifteenth section shall have been complied with by any one of such Counties, and so soon as certain appointments mentioned in the seventeenth section of the said first recited Act shall have been thereafter made in any one of the said Counties, it shall and may be lawful for the Governor of Our said Province, in Council, to issue a Proclamation dissolving the union between any one of such Counties and the County or Counties with which it may be united; And Whereas a Court House and Gaol for the said County of Ontario, one of the united Counties of York, Ontario and Peel, in Our said Province, have been erected and completed at Whitby, the County Town of the said County, according to the provisions of the said fifteenth section of the said first-mentioned Act, and the other provisions of the said fifteenth section have been complied with by the said County, and the appointments mentioned in the said seventeenth section of the said Act have been made; And Whereas the Provisional Municipal Council of the said County have thereupon, by their Petition to Our Administrator of the Government of Our said Province in Council, prayed that a Proclamation might be issued by Our said Administrator of the Government in Council, dissolving the said County of Ontario from the said Union; And Whereas it hath by Our said Administrator of the Government in Council been thereupon thought expedient that such Proclamation shall be accordingly issued, to bear teste on and to declare such separation upon, from and after the thirtieth day of this present month of December; Now THEREFORE KNOW YE, that We, taking the premises in Our Royal Consideration, and fully approving of the Resolution so come to by Our said Administrator of the Government in Council in that behalf, have thought fit to issue this Our Royal Proclamation for dissolving the said Union. And we do accordingly, in pursuance of the provisions of the said Acts of Parliament, hereby declare that upon, from and after the said THIRTIETH DAY OF DECEMBER instant, the said Union of the said United Counties of York, Peel and Ontario shall be and the same is hereby absolutely dissolved, and that from thenceforth the said County of Ontario shall be disunited from the said Counties of York and Peel and have a separate and independent organization of its own, as to all matters Judicial and Municipal, as well as for all other purposes whatsoever. And We do further declare, that the Provisional Municipal Council of the said County of Ontario shall, upon the day aforesaid, lapse and be absolutely dissolved, and that from thenceforth none of the Courts nor Officers of the said Union shall as such have any jurisdiction or authority whatever in or over the said County of Ontario; anything in their respective commissions or in any Act of Parliament, either of the Province of Canada or late Province of Upper Canada, to the contrary thereof in anywise notwithstanding.

And We do further, in pursuance of the said first-mentioned Act of Parliament, hereby further declare, that the said remaining Counties of York and Peel shall, upon, from and after the said thirtieth day of December instant, constitute and form a Union of Counties under the said Acts, by and under the name and style of the United Counties of York and Peel, and shall continue so to form such last-mentioned Union until the same shall be in like manner dissolved in due form of law. AND KNOW YE that We have commanded and ordained, and by these presents do command and ordain, that all Magistrates and other Officers holding commissions from Us or by Our authority or otherwise howsoever, of, in or for the said United Counties of York, Ontario and Peel, except only such of Our Justices of the Peace for the said United Counties as shall be now resident in the County of Ontario, shall, in Our name, or otherwise according to law, continue to exercise the duties of their respective offices in and for the said United Counties of York and Peel as if they had been appointed in and for such last-mentioned Union, until our Royal Pleasure shall be further made known therein, or the authority of such Officers in that behalf shall be otherwise determined according to law. Of all and singular which premises all Judges, Justices, Sheriffs, Magistrates, Constables and Officers of the said United Counties of York, Ontario and Peel, and all Our loving subjects of the said Counties, as well as of all others whom it doth or may in anywise concern, are hereby required to take notice, and to govern themselves accordingly.

IN TESTIMONY WHEREOF, We have caused these Our letters to be made Patent, and the Great Seal of Our said Province of Canada to be hereunto affixed. Witness Our Trusty and Well beloved Wm. Rowan, Esq., C.B., Administrator of the Government of Our said Province, and Lieutenant-General Commanding Our Forces therein, &c., &c., &c., at QUEBEC, in Our said Province, this THIRTIETH day of DECEMBER, in the year of Our Lord One Thousand Eight Hundred and Fifty-three, and in the seventeenth year of Our Reign.

By command,
P. J. O. CHAUVEAU,
Secretary.

APPOINTMENTS.

Simultaneously, the *Official Gazette* contained the following appointments: Z. Burnham, Esq., to be Judge of the County and Surrogate Courts of the County of Ontario; Nelson Gilbert Reynolds, Esq., to be Sheriff; and Bernard Frey Ball, Esq., barrister-at law, to be Clerk of the Peace.

At the same time, Joseph Clark, Joseph R. Thompson, Wm. McMullen and Robt. W. Clark, M.D., were appointed County Coroners.

The following commission of the peace also issued:
J. B. Warren, W. Bagshaw, M. Cowan, M. McDonough, A. Bagshaw, W. Allison, A. Campbell, E. McMillan, J. H. Thompson, A. Hurd, J. Campbell, C. Robertson, W. Dunbar, J. Dryden, J. Tomax, J. Rekey, P. Whitney, R. Campbell, G. Bostwick, L. Mackey, A. Mason, E. Birrell, W. F. Moore, R. Spears, F. Green, W. Dow, J. Hunter, W. H. Gibbs, J. Foote, A. Fullerton, G. W. Post, H. Major, J. Nichol, J. Clerk, W. H. Michell, P. Taylor, J. Vail, J. Churchill, J. B. Carpenter, J. Perry, C. Burns, J. Campbell, C. Campbell, A. Farewell, E. Annes, J. H. Perry, C. H. Lynde, J. S. M. Wilcox, R. J. Gunn, J. Hepburn, J. Harnden, Jr., J. Radcliffe, G. Brabazon, C. Gibbs, M. Cowan, Jr., R. Way, M. Gillespie, T. Paxton, W. Powson, R. Wells, J. Burnham, R. Lund, G. Currie, J. K. Vernon, L. Card, J. McPherson, J. S. Garnett, G. Smith, G. Proctor, K. Cameron, W. McCaskill, D. Cameron, J. Gould, R. Spears, J. Wideman, W. Randall.

On the 21st Mr. J. V. Ham was appointed Clerk of the County Court and Registrar of the Surrogate Court for the County.

The first meeting of the new County Council, now an independent county *de jure* and *de facto*, was held on Monday, 23rd January, at the new court-house in Whitby. The following gentlemen were the Reeves and Deputy Reeves of the several municipalities:—Brock, John Hall Thompson and John Hart; Mara and Rama, Thomas McDermott; Pickering, John M. Lumsden and Peter Taylor; Reach and Scugog, Thomas Paxton and Robert Wells; Scott, Jas. K. Vernon; Thorah, Neil McDougall; Uxbridge, Wm. Hamilton; Whitby, John Ham Perry and Abraham Farewell; Oshawa, T. N. Gibbs. Mr. Gibbs was elected Warden. Mr. H. J. Macdonell was at the same time appointed County Clerk.

Mr. John Shier, P. L. S., was appointed County Engineer on the death of Mr. Ball, in '56. Mr. Macdonell received the appointment of Clerk of the Peace, and filled the office up to his death, in 1877, when it fell to Mr. J. E. Farewell, as County Attorney. Judge Dartnell's appointment as Junior County Judge took place in 1873. Mr. Shier was appointed County Clerk on the death of Mr. Peter Taylor, who succeeded Mr. Paxton in the office.

The new court-house was opened on Tuesday, 4th April—the first

sessions of the peace being held on that and the following day by his Honour Judge Burnham; Mr. Donald McKay, of Pickering, was foreman of the first grand jury. His Honour, in the course of an elaborate and able charge, referred to the difficulties that had to be encountered in securing separation from York, and the encouraging prospect before the new county.

Mr. Gibbs appears to have made a very acceptable Warden during his year of office. A very practical address delivered by him, on the state of the county finances and general business, is reported in full in the proceedings of the following June session, and a complimentary resolution is also passed him for his services. Mr. Gibbs made advances of money at this time for carrying on the county business, and generally identified himself with the county's interests and future prosperity, now that the question of the county town was settled beyond recall. At the meeting of the Council, 22nd January, 1855, he was re-elected Warden. And at the June session following we find the following resolution passed at the close of the proceedings:

"Mr. McDougall, seconded by Mr. Hewitt, moves that the members of this Council cannot separate without first expressing their warmest and sincere thanks to the Warden for the able and impartial manner in which he has always acted in presiding over this Council; and it is the sincere wish of every member of this Council that this county will have the benefit of his valuable and indefatigable labours as Warden for many years to come."

The first Court of Assizes for the county was opened by Mr. Justice Burns on Monday, 10th April, 1854. There was only one criminal charge—a case of larceny—and three records for trial. The present Judge Morrison attended as Solicitor-General. Carleton Lynde was foreman of the grand jury. In their presentment Sheriff Reynolds is praised for his efficiency, and it is added—"Our Sheriff, though a stranger, merits the approbation of all for the foresight and judgment displayed in the arrangements made for conducting the assizes; and although we may feel disposed to condemn the principle involved in the Government appointment, we have no reason to find fault with the man." The appointment of an outsider as sheriff, contrary to the voice of the people of the county, as expressed at public meeting, was naturally distasteful, and especially so to the resident applicants for the shrievalty. Mr. Sheriff Reynolds' conduct, however, although "a stranger," was not long in securing for him the good opinion of the community. The other officials of the Court, and especially the high constable, Mr. Keller, got a favourable word. The ladies are not omitted; they were invited to reserved seats in court; a dinner is given at Scripture's hotel, and there is general complaisance and rejoicing all round. Thenceforward the county pursued "the even tenor of its way." Railroads and Road and Bridge appropriations were the important questions up for discussion at the several meetings.

RAILWAYS.

The project of a railway from Whitby to Georgian Bay had been agitated long before the separation of the county. With the inauguration of the new county the special agitation of the question commenced. Now, said the men in advance of the slow growth of public opinion respecting railways, in that day, that we have the county question settled, the next thing to be secured to the progressive welfare of the county is a railroad from Port Whitby to Georgian Bay; and if we put our shoulders to the wheel with a will, this great achievement can also be accomplished. A preliminary meeting was held on the 13th November, 1852, in Whitby, at which James Rowe presided and John Ham Perry acted as secretary. A committee to forward the project was appointed, consisting of Dr. Gunn, Messrs. James Wallace, J. H. Perry, E. Annes, Hugh Fraser, Lewis Houck, R. H. Lawder, James Rowe and L. H. Schofield. A public meeting was next got up, the requisition calling it being signed by the leading men of the town and township.

The meeting was largely attended. James Rowe occupied the chair, and H. J. Macdonell acted as secretary. We are told that "the wealth and intelligence of the township"—then including the town of Whitby and East Whitby—"were well represented."

The following resolutions were passed:—

Moved by Mr. Wm. Laing, and seconded by Mr. T. Dow:

Resolved,—"That this meeting views with pleasure and satisfaction the probability of shortly having through this beautiful Province a thorough system of railroads, which, in addition to their being the great civilizers and benefactors of mankind, are well calculated to draw out the industry and enterprise of a people and unfold the riches and treasures of a country."

Moved by Mr. Ezra Annes, and seconded by Mr. Jas. Hodgson:

Resolved,—"That the position of the western part of Upper Canada is such, situated between and bounded by Lakes Ontario, Erie and Huron, it naturally can, with prudent and judicious arrangements, command the great carrying trade of the far West to the Atlantic cities, and *vice versa*."

Moved by Mr. John H. Perry, and seconded by Dr. Foote:

Resolved,—"That the tract of country from Port Whitby, on Lake Ontario, to Sturgeon Bay, on Lake Huron, offers many and important advantages for the construction of a railroad, over all other projected routes between those lakes—viz., while, for instance, the Toronto, Simcoe and Huron Railroad, which stands next in favourableness of route to this proposed line, will lessen the distance between Mackinaw on the west, and New York and Boston on the east, about 310 miles, the Port Whitby and Huron Road, by the narrows of Lake Simcoe, will again decrease the distance some 40 miles below the Toronto and Huron route—a sufficient consideration to be able always to compete successfully with rival lines, and, in addition to having natural harbours at both terminuses, no excavating embankment or bridging of account will be required, and will open up an extent of country which for fertility of soil, healthiness of climate, and natural advantages, is not surpassed in Canada."

Moved by Mr. Wallace, and seconded by Mr. Hopkins:

Resolved,—"That immediate steps be taken to obtain, at the adjourned session of Parliament, a charter to incorporate a Company with a capital of £—, to construct a line of railroad from Port Whitby to Sturgeon Bay, or some other suitable point on Lake Huron."

Moved by R. H. Lawder, and seconded by Mr. McPherson:

Resolved,—"That a committee of thirteen be appointed, to consist of Dr. Allison, James Wallace, J. H. Perry, Wm. Laing, James Rowe, John Welsh, Dr. R. J. Gunn, E. Annes, Wm. Gordon, James Hodgson and John Shier, whose duty it shall be to carry out the above resolution, and perform and transact all other business and matters requisite for the speedy prosecution of this important work."

Moved by Z. Burnham, Esq., and seconded by Mr. Annes:

Resolved,—"That the co-operation of Amos Wright, Esq., and Joseph Hartman, Esq., M.P.P.'s for the third and fourth Ridings of York, is respectfully requested to aid and assist the above committee to obtain a charter for the proposed road, and carry out the views of this meeting."

Moved by Dr. Gunn, and seconded by Mr. Wallace:

Resolved,—"That a subscription be now entered into for the purpose of meeting the expenses of obtaining a charter and other disbursements necessarily arising out of the foregoing resolutions, to be collected by the aforesaid committee and paid over to the Treasurer by them appointed, whose duty it shall be to pay out such money on the order of the chairman of the said committee, countersigned by their secretary."

A subscription was then entered into, and upwards of one hundred pounds subscribed by parties attending the meeting, for the purpose of paying preliminary expenses, &c.

Meetings were held in town and county during the next few months at a lively rate, at all of which the propriety of constructing the railway was fully discussed and approved of. Mr. A. J. Robinson and Mr. John Shier made preliminary surveys of portions of the route and estimates of cost—the latter being set down at £4,000 per mile.

In April, 1853, the first railway charter was granted. It was to incorporate "The Port Whitby and Lake Huron Railway Company." The incorporators named in the charter are Joseph Gould, Peter Taylor, Henry Daniels, James Rowe, Wm. Laing, Ezra Annes, James Wallace, John Shier, and Robert John Gunn. Capital £250,000, divided into 25,000 shares of £10 each. At the first meeting of the Provisional Directors, held 16th May following, Ezra Annes was elected President; Wm. Laing, Vice-President; John Ham Perry, Secretary and Treasurer; and John Shier, Engineer.

Meetings were immediately held and surveys pushed forward, and the directors appear to have gone to work with vigour to bring the merits of the undertaking prominently before the public. A preliminary survey as far as Manchester was made, and the route found quite favourable. The hopefulness of the project is spoken of as follows: "In fact there are no engineering difficulties to contend with on the whole line. The whole country, from the Southern Terminus to the Georgian Bay, cannot be excelled in the Province in its natural advantages for the easy and cheap construction of a railway to connect the two great lakes, Ontario and Huron. Our peculiar position in relation to Lakes Scugog and Simcoe also is such that no line of road of the same length in the Western Province can command the trade of the same extent of country as the proposed Northern line from this point. Take Port Whitby as the starting point—for 24 miles north the country is rich and flourishing, taps the head of Lake Scugog, which will be a feeder to the road, drawing the trade and traffic from the north-east (of a distance from 60 to 100 miles) in this direction. Another section of 22 miles will bring us to Simcoe, there to compete for the trade bordering on that lake. And a third section of 30 miles, also running through a portion of country unsurpassed for its fertility of soil, and we are at the Georgian Bay, in direct communication with the far West, and the rich and valuable mines of Lake Superior. The road once built, it would be the shortest, cheapest, and no doubt the favourite route of travel from the Atlantic cities to the west, and *vice versa*, and, irrespective of its local advantages from the through trade and travel alone, it would become the leading and favourite road of the Province."

The agitation went on and meetings continued to be held, one of the results being, that even at that early day the township of Mariposa agreed to take £20,000 stock, provided the road ran through that township. They had offers of a road then from Peterborough across the county, but they looked to Whitby as their natural outlet. In November, 1853, the Company had an offer from Sykes & Co. to build the road from lake to lake—an offer so entirely favourable as should have recommended its instant acceptance. The offer was as follows:—

"I am directed by Messrs. J. Sykes & Co. to say that they will build the Port Whitby and Lake Huron Railway in a first-class manner, and furnish the required rolling stock and make arrangements for the stock to be taken up in England on the following conditions:

"1st. That municipal aid to the extent of £3,000 sterling per mile be loaned the Company, which loan to constitute a first charge upon the road.

"2nd. That sufficient stock be taken within the district to purchase right of way, office (your own) expenses, including Engineer, Solicitor, Secretary, and, if any such is appointed, the salary of a paid Director (during the construction of the road), and any other incidental expenses connected with your own Acts.

"The road shall be equal to any road in the Province, and they will guarantee to build it within a reasonable time, paying interest upon the bonds during construction, and at a reasonable price, and will be prepared to go over the road and give a tender as soon as you have the municipalities pledged to the undertaking.

"Your obedient servant,

"W. C. EVANS."

The acceptance of this offer would have placed the county in an excellent position. If the road earned enough to pay interest on £3,000 a mile, it would not cost the county a shilling. While the road was in progress of construction the interest would be paid by the contractors, and to secure principal and interest a first mortgage would be given on the line. A large county meeting was held at Epsom on the 15th December, at which resolutions were passed approving of the liberality of the offer of Sykes & Co., and pledging those present, individually and collectively, to adopt the best means in their power to procure the desired loan upon the credit of the county.

The municipal elections in the following January mainly turned upon the railroad question. The two parties, Railway and Anti-Railway, were very evenly balanced in the Council. At the first meeting of the County Council in January, 1854, Mr. J. H. Perry brought up the question. He moved for leave to introduce a by-law to loan the credit of the county to the amount of £—, for the purpose of constructing a railway from Port Whitby to Lake Huron. A discussion ensued. Mr. Perry stated that he only desired to pass the by-law through a first reading, and print it for the information of the people. Mr. Thompson, of Brock, moved in amendment that it was inexpedient to print such a by-law. Messrs. Lumsden and Taylor, from Pickering, opposed the introduction of the Bill altogether, having been pledged to do so by their township. Mr. Hamilton, of Uxbridge, opposed the first move being made, because he thought "a good farmer should prevent the first seed of a poisonous weed from getting into his field." To which Mr. Wells aptly replied that "the Reeve of Uxbridge stated what was not good farming in fact, for land could not become rich without being manured, and he would not withhold manure for fear of its containing a poisonous weed." Such are a specimen of the arguments then used. Mr. A. Farewell warmly espoused the railway cause from the start, and sacrificed his popularity in his own section to what he rightly regarded as the interest of the county as a whole. What, he said, was proposed to do was to take the initiatory steps by laying information before the county as to the amount to be guaranteed, the nature of the security required, the terms of disbursement as the works proceed, and other matters which it was desirable the people of the county should know. He wished to show the county that the proposition of Sykes & Co. would secure the road, and cost the county nothing. The question on the amendment being put, the yeas and nays stood as follows: Hamilton, Hart, Lumsden, McDermott, Taylor and Thompson—6, for; Farewell, McDougall, Paxton, Perry, Vernon and Wells—6, against and in favour of submitting the by-law. The Warden, Mr. Gibbs, voted with the yeas, for the amendment, which he declared carried. This first check to the enterprise was disastrous in its consequences; it not only prevented the Company from taking steps which would enable them to avail themselves of the favourable offer of Sykes & Co., but by putting back the project gave Port Hope and the railway promoters to the east and west the wished-for opportunity of striking in vigorously and cutting off the trade which properly belonged to and naturally would flow through the length of the county to the county town and port of Whitby. Subsequently Mr. George (now Hon. Senator) Brown made an offer on behalf of a railway contracting firm, to construct the road from point to point at £4,500 per mile, but that, too, fell through. Surveys had been made, and especially an exhaustive survey, costing hundreds of pounds, by Mr. Shanly. The County Council was appealed to again and again, in vain; no substantial encouragement could be obtained from the county, as a corporation. Railways were new

to Canada; their advantages were not understood; many honestly believed that a railway would not benefit the county, while the representatives from the east and west opposed it, because they conceived the centre of the county and the county town would only be benefited, and that to the detriment of their own localities. Hence their active hostility from the very inception of the scheme. The agitation for the next few years is one of constant meetings, discussions, amended charters, and, worst of all, local squabbles and personal differences between the promoters themselves. The town of Whitby had courageously come forward and voted for a by-law taking £75,000 stock; the directors had worried and worked themselves sick, and spent no small amount of money out of their own purses in placing the feasibility of the scheme and all the facts before the public—Mr. Sheriff Reynolds, from his entrance into the county, heartily identifying himself with the cause of progress and railway enterprise—but still little headway had been made.

Once more, at a special session of the County Council on 10th November, 1857, convened for that purpose, the railway question was brought forward. After a lengthy discussion, a by-law was passed authorizing the Warden to subscribe for four thousand shares, or £100,000, in the capital stock of the Company. The representatives of Pickering, Oshawa, Brock, Uxbridge and Scott voted against the measure, while it was sustained by the representatives of Mara and Rama, Thorah, Reach, Scugog, Whitby and town of Whitby. The by-law was submitted to a vote of the ratepayers, to be taken on 16th December following. The result of the vote in the different localities was the rejection of the by-law. The defeat of the by-law in the county was overwhelming; still the promoters lost neither courage nor confidence in the cherished enterprise. Still the railway continued to be the question of questions in the county. It entered into all municipal contests, and many of the best representatives were defeated at the polls because of their railway sympathies—because they were able to see farther ahead as to the benefits to be derived from railways than were the bulk of their neighbours. The great depression of '57 and '58 by which the county was overtaken, and which paralyzed so many other enterprises, kept the railway question in the background for some time. The great mistake of the county municipalities, rejecting a proposition which would give them a railway from lake to lake—making the County of Ontario the grand highway for the trade of the West and North—was seized upon by the rival communities to the East and West to extend their railway operations. Lines running across the county were projected and charters obtained; the Midland extended, and the Toronto and Nipissing built, Uxbridge and Brock giving bonuses of \$50,000 each to the latter, and the township of Thorah \$50,000 to the Midland, and a large portion of the trade of the county was thus diverted from its natural channel. In these adverse circumstances, it was seen that the larger and more comprehensive scheme of a railway from Whitby to Georgian Bay could not be immediately accomplished; but that if any portion of the trade of the county were to be retained, and in fact the county itself saved from being dismembered, prompt action was necessary—something had to be done by the central portion of the county to secure railway connection with the front. The history of the railway campaigns and the adventures of those engaged in them, at this time, would fill pages. John Ham Perry, James Rowe, Sheriff Reynolds, Chester Draper and others in the front, backed up by Thomas Paxton, Joseph Bigelow, W. S. Sexton, J. B. Campbell, James Dryden, and that tried and staunch friend of the county for so many years, Charles Robinson, in the north, never wearied in their exertions, and worked day and night in promoting the cause they had undertaken; nor were their purses made any heavier by the very considerable personal expenses to which they were subjected. Mr. M. B. (since then General) Hewson, in the early days of '56 and '57, and Mr. R. H. Lawder, all along rendered considerable aid by voice and pen in advocating the merits of the railway. The *Whitby Chronicle* always gave its valuable assistance, and was the recognized organ of the Company. Nor should another old and long time friend of the county, Mr. John A. Donaldson, the worthy emigration agent at Toronto, be forgotten; for, even after he had ceased to be a large property-holder in the township of Whitby, his interest in the welfare of the county continued, and he worked with the railway men most heartily, outside as well as within the county, to forward the undertaking. But, to sum up briefly:—Having after fifteen years' agitation failed to secure the greater scheme of a railway to the Georgian Bay, a railway from Whitby to Port Perry, as the first link in the chain, was determined upon; a charter was obtained, and the following directors appointed in March, 1868:—A. Farewell, Thos. Paxton, M.P.P., Joseph Bigelow, James Marsh, W. S. Sexton, Edward Major, Dr. Foote, Dr. Gunn, Charles Holden, Chester Draper, Sheriff Reynolds. Mr. Bigelow was elected president, and subsequently Mr. Draper, and after him Mr. Dryden.

Of the capital \$250,000, the charter provided that \$100,000 should be *bona fide* subscribed and ten per cent. paid thereon before the Company could go into operation, and that the original subscribers or their assigns should never be released from their liability until the whole of the stock was paid up—a stringent provision contained in no other charter in the history of Canadian railway legislation. After considerable difficulty the necessary amount was obtained, ten per cent. paid in, and the Company organized. Three gentlemen, Messrs. Sexton, Paxton and Bigelow, of Port Perry, subscribed \$10,000 each, and subscriptions were obtained of from five thousand and three thousand dollars downwards in Whitby. The corporation of Whitby gave a bonus of \$50,000, and afterwards subscribed \$10,000 stock; Whitby township, \$15,000; from the township of Reach \$30,000, and Scugog Island \$2,500. Tenders were asked for and a favourable contract entered into with Messrs. Starratt and Kesteven. But dissensions immediately afterwards sprang up in the Board; it was also found that the contractors were not men of means, and they were got rid of. Mr. J. H. Dumble stepped in after a time, and the contract was awarded to him at \$290,000 and \$40,000 stock, the latter a fruitful cause of much trouble afterwards. The first sod was turned on Wednesday, 6th October, 1869, by His Royal Highness Prince Arthur, with great ceremony, when the following proceedings took place—the occasion being made a grand holiday in Whitby. The proceedings are thus chronicled:—

VISIT OF H. R. H. PRINCE ARTHUR.

The Prince and party arrived at the Grand Trunk Station precisely at twenty minutes past ten o'clock. The special train numbered five cars and one baggage waggon. The engine was tastefully decorated, as was also the station and the surrounding buildings. Thousands awaited the arrival of the Prince's party, and hailed the coming in of the train with loud acclamations. The party at once alighted, and presentations were made by the Mayor of the members of the Town Council and others, both to the Governor General and the Prince. The party alighted on the south side of the station, arches being extended across the track and a platform, the passage way over being handsomely carpeted.

THE PROCESSION.

Immediately on arrival, the party entered carriages which were in readiness awaiting, and proceeded at a brisk pace through the town. The carriages of the members of the Corporation and Warden headed the procession; next came that of His Excellency the Governor General, accompanied by Mr. Turville, his Private Secretary, Mr. Gerrie, the Mayor, and Mrs. Howland. The Prince's carriage, with Lady Young, Col. Elphinstone, and the Sheriff, and after these Lieut. Governor Howland, Sir John A. Macdonald, Hon. John Sandfield Macdonald and Miss Macdonald, Mr. Potter, of the Grand Trunk, Mr. Brydges, Mr. King, of the Bank of Mon-

treas, and Mr. H. J. Macdonell, Solicitor of the Bank here, Mr. Justice Morrison, Judge Duggan, Mayor Harman, of Toronto, Mr. White, of Hamilton, Mr. John A. Donaldson, Emigration Agent, &c.

Along the line of procession, crowds awaited and cheered the Prince. No less than about one hundred carriages and many equestrians waited at the station and accompanied the procession from thence to the town. The town bells rang out, cannon belched forth, the bands played martial airs, and the Prince's party received a right loyal and hearty greeting from the loyal people of the Town of Whitby. Everywhere arches and decorations were visible; flags, banners, and streamers fluttered in the breeze; and Whitby presented one of such holiday appearances as—

"When Royal Mary, blythe of mood,
Kept holiday in Holyrood."

ARRIVAL AT THE GROUND.

On the arrival at the grounds where the ceremony of breaking the first sod was to take place, the Prince and party were greeted with loud acclamations from between five and six thousand of Her Majesty's assembled lieges, one of the most interesting features of the reception being the greeting with the National Anthem, which was sung by the school children of the town, who were marshalled under their respective teachers on a roomy platform specially arranged for their occupation on the occasion. Platforms were also erected for the Prince and party, the Town and County Councils, and invited guests. As we have just said, there were between five and six thousand persons present, and they did not include about 130 officers and men of the 34th Battalion, under Colonel Fairbanks, who mustered on the occasion and received the Prince as a guard of honour, and assisted materially throughout in preserving the best of good order.

THE ADDRESSES AND REPLIES.

The Mayor, after a short space of time, during which invited guests (and some who were not) obtained the Prince and Governor General's platform, delivered the following Address:

"To His Excellency the Right Hon. Sir John Young, Baronet, K. C. B., Governor-General of Canada, &c., &c."

"MAY IT PLEASE YOUR EXCELLENCY—The Mayor and Corporation, on behalf of the Town of Whitby, most cordially embrace this opportunity of tendering to Your Excellency a hearty welcome to this section of Canada. It is with no ordinary feelings of loyalty and attachment to the Crown and Constitution of our country that we approach Your Excellency as the representative of Her Most Gracious Majesty.

"We feel a just pride in acknowledging the wisdom and consideration of Her Majesty's Government in selecting as Governor-General of the Dominion of Canada one whose distinguished abilities have done so much for other portions of the British empire. We confidently trust that your administration of the Government will secure lasting prosperity and happiness to the people of this Dominion, and additional glory to the British empire, as well as increased honour to Your Excellency.

"We sincerely hope that Lady Young and yourself may derive much pleasure from your journey through the Province, and our earnest desire and prayer is that Heaven's best blessings may attend you both.

"JAS. H. GERRIE,
Mayor."

To which His Excellency replied:—

"To the Mayor and Corporation of the Town of Whitby."

"MR. MAYOR AND GENTLEMEN—

"I appreciate at their proper value the warm feelings of loyalty to the Crown and attachment to the Constitution happily existing in Canada, which prompt you to approach me, as the Representative of the Royal authority, with a hearty welcome to the prettily situated and thriving town of Whitby.

"I am aided in the discharge of my duties by able statesmen, the choice of the people and possessing the confidence of Parliament. I trust that by their sage councils my administration of affairs may be guided to good purpose, so as to merit approbation and promote the moral and material welfare of the country. Lady Young and I have derived much pleasure from our journey through the Province of Ontario, and unite in warmly thanking you for the earnestness with which you implore that blessings may attend us.

"JOHN YOUNG."

The Mayor next proceeded to that portion of the platform occupied by His Royal Highness, and read the following Address to the Prince:—

"To His Royal Highness Prince Arthur William Patrick, K.G."

"MAY IT PLEASE YOUR ROYAL HIGHNESS—We, the Mayor and Corporation of the Town of Whitby, beg most respectfully to approach your Royal Highness on the occasion of your visit to this portion of Canada.

"We hail the presence in our Dominion of a scion of the illustrious House of Brunswick as a fresh token of the kind and queenly consideration of our dearly beloved Sovereign, and beg your Royal Highness to accept the assurance of our veneration for and devoted attachment to the person of our gracious Queen, whose benign sway has been fraught with untold blessings, not only to the great empire over which she reigns, but to the remotest corner of the world.

"We sincerely trust that the stay of your Royal Highness in Canada may prove as agreeable to yourself as it is gratifying to us.

"JAMES H. GERRIE,
Mayor."

To which His Royal Highness replied in an audible and pleasing voice:—

"To the Mayor and Corporation of Whitby."

"GENTLEMEN—

"My visit to this town, associated as it is with an undertaking which I trust will increase the prosperity of this county, cannot be otherwise than most agreeable to my feelings.

"For your welcome to myself, I feel, I assure you, sincere gratitude; but it is still more satisfactory to me to witness your affectionate attachment and loyalty to the Queen, who has the welfare of her people sincerely at heart.

"ARTHUR."

The Warden was next presented to His Excellency, and read the Address of the County Council:—

"To the Right Honourable Sir John Young, K. C. B., &c., &c., &c., Governor-General of Canada."

"MAY IT PLEASE YOUR EXCELLENCY—We, the Warden and Councillors of the Corporation of the County of Ontario, bid your Excellency a hearty welcome to the confines of this flourishing county, and hope that at some future day your Excellency will be able to pay a more lengthened visit to a portion of the Province second to none in material prosperity and enterprise.

"Such undertakings as have this day been happily inaugurated are at once the sign and cause of progress, and indicate that the self-reliance and energy which distinguishes the country we are proud to call our mother-land are not wanting in her sons under other skies and circumstances.

"We take this opportunity of expressing to your Excellency our gratification that, in nominating you to your high office, the choice of our gracious Sovereign has fallen upon one whose ripe statesmanship, large experience, and enlightened views will aid in securing concord in the councils and stability in the institutions of our Dominion.

"We desire to assure your Excellency, on behalf of the inhabitants of this portion of the Province, of our unwavering loyalty to our Sovereign, and devoted attachment to the institutions we have inherited from the land of our forefathers.

"Whatever shape our alliance with that country may hereafter take, we crave no other lot than to continue to form a part of the great Empire upon which the sun never sets; to share her glories, and, if possible, contribute to her renown.

"We would ask your Excellency to convey to Lady Young our expression of respect towards her, and we venture to hope that her Ladyship may retain pleasing recollections of this your first visit to the County of Ontario.

"JOSHUA WRIGHT,
Warden."

"County Council Chambers, }

"Whitby, October, 1869."

The Governor General replied:—

"To the Warden and Councillors of the Corporation of the County of Ontario."

"MR. WARDEN AND GENTLEMEN—

"I thank you very cordially for the words of hearty welcome with which you greet my arrival amongst you, and I have pleasure in assuring you of my entire reliance on your loyalty to the Queen and your attachment to those British institutions which have been so happily established in Canada.

"The purpose for which we are assembled here to-day is one of great importance. No works are of greater general utility than those which facilitate and extend the means of communication. They give a stimulus to industry by adding value to its products. Without such aids civilization cannot advance; with them, the prosperity of the country and the comforts of daily life are materially enhanced.

"I am glad, therefore, to have the opportunity of being present on this interesting occasion, and Lady Young joins me in wishing you all possible success, not merely in your present but in your future undertakings.

"JOHN YOUNG."

The Warden next approached the Prince, to whom he was presented by the Mayor, and delivered the following Address:—

"To His Royal Highness Prince Arthur William Patrick, K.G."

"MAY IT PLEASE YOUR ROYAL HIGHNESS—We, the Warden and Councillors of the Corporation of the County of Ontario, beg to express our appreciation of the high honour conferred upon us, in being permitted for a second time to receive a visit from a scion of your Royal House.

"We are again enabled to avail ourselves of the opportunity of expressing, on behalf of ourselves and the inhabitants of this populous and prosperous county, our devoted loyalty to our Most Gracious Sovereign your Royal mother, our deep sense of the blessings we enjoy under Her wise and beneficent rule, our undying attachment to the form of constitutional government established in our land, and our earnest desire that our new Dominion, in increased territory, wealth and power, may ever form a part of a great confederate British Empire, bound together by the ties of patriotism, mutual interest and mutual support.

"JOSHUA WRIGHT,
Warden."

"County Council Chambers, }

"Whitby, October, 1869."

To which the Prince replied:—

"To the Warden and Councillors of the Corporation of the County of Ontario."

"GENTLEMEN—

"I thank you for your address, and heartily appreciate the sentiments of loyal devotion to your Sovereign, and attachment to the institutions of Her Empire, which you have just expressed.

"I regret that my present visit, like the one of my brother, the Prince of Wales, does, unfortunately, not admit of a long stay amongst you; but I am glad that, notwithstanding the shortness of the time, my visit here is associated with a work of public utility, which I trust may prove a source of increasing prosperity to this neighbourhood."

"ARTHUR."

The Addresses were all well read by the Mayor and Warden, and were replied to in audible and distinct tones by His Excellency and His Royal Highness, and with what appeared to be much earnestness. The proceedings were listened to throughout with great attention.

His Royal Highness next descended from the platform, accompanied by the Governor-General, Mr. Bigelow, President of the Whitby and Port Perry Railway, and Mr. Dumble, the contractor, and went through the ceremony of "turning the first sod."

A handsome silver spade and a birdseye-maple wheelbarrow, specially prepared for the occasion, were brought into requisition, and the Prince, with much ease and deliberation, performed the ceremony of "turning the first sod" of the Whitby and Port Perry Railway amidst ringing shouts of applause. The exact time of commencing the ceremony was ten minutes to eleven, and it was over in a few minutes. The Prince's party and a select few invited guests next proceeded to the residence of Mr. Sheriff Reynolds to partake of luncheon at "Trafalgar Castle" where they arrived in a short time. The noble aspect of the splendid building and the entrance of the principal gateway were adorned with flags; but they required no adornment. The saying that

"Beauty unadorned, is adorned the most,"

might apply to Trafalgar Castle, were it not that the fine architectural proportions of the building, not in a merely artistic but in a purely architectural point of view, require none of the adjuncts of decoration—simply for the finery of decoration. It is always, and more superlatively so, in our own opinion, when there is nothing done to make it look "grandeur." It requires no accessories. The vast and splendid interior of the building was well examined by the guests, and pronounced by one and all, in a word—superb.

Prince Arthur led Mrs. Reynolds from the drawing to the dining room; Lady Young, Mrs. Howland, and Miss Macdonell being successively led in by the Sheriff and others. The select party at the luncheon with the Prince and Governor-General numbered comparatively few; amongst others were Lieutenant-Governor Howland, Sir John A. and Hon. John Sandfield Macdonald, Hon. Mr. Carling, Col. Elphinstone, Col. McNeil, Mr. Potter, M.P., of the Grand Trunk; Mr. Brydges, Mr. King, of the Montreal Bank; Mr. Turville, Mr. Justice Morrison, Judge Duggan, Judge Burnham, Mr. Gibbs, M.P., Mr. Thompson, M.P., Mr. Paxton, M.P.P., Dr. McGill, M.P.P., Mr. Gerrie, Mayor of Whitby; Mr. Wright, Warden of the county; Lieut.-Col. Fairbanks, and Mr. Bigelow, President of the Whitby and Port Perry Railway.

Several formal introductions were again made by the Mayor of Whitby, of prominent gentlemen; but we really had little time to remember anything like a specific list. Everything, as far as we could observe, passed off most agreeably, however, and both the Prince and Governor-General, as well as others of the distinguished statesmen and gentlemen present, expressed themselves delighted with the reception, and with all they saw in the good town of Whitby. The luncheon itself was everything that the occasion called for; it did ample justice to the hospitality of the host, and was a fitting banquet to do honour to his distinguished guest.

The Prince, with most of the accompanying party, left on the special train eastward, and were again escorted to the railway station. And shortly afterwards Hon. Attorney-General McDonald and Miss McDonald, Hon. Mr. Carling, Mr. King, Mr. Brydges, Judge Duggan, Mr. White, and

others, left by special train for Toronto, all expressing themselves highly gratified with the day's proceedings.

The decorations of the town surpassed any and everything hitherto seen in Whitby. Arches at the Railway Station, arches on Brock Street, on Dundas Street, and extending from every corner, and flags and banners streaming from every housetop. But it was in the evening, when night closed in, that the decorations of the town could be seen with advantage. Chinese lamps, devices, and a general illumination prevailed throughout the town. To enumerate each specially might appear invidious—especially where all sought to do their best and excel with the means at their command. The sight was a glorious one—one that will be long remembered in the town of Whitby.

As we go to press a torchlight procession is marching through the town, and what with the blaze of torches and the firing of rockets and Roman candles, all is beautiful and blazing with splendour.

There were some rather ludicrous incidents and contretemps of the day's proceedings, which we noted and had intended to print. To do so now, however, would appear to be unkind, and we let them pass.

The Mayor of Whitby, who on special invitation went to Toronto on the preceding evening and accompanied the Royal party to Whitby by the special train, deserves much praise for his part in the proceedings of the day, and the manner in which he performed the duty of making the presentations. To Lieut.-Col. Fairbanks, the military officer of the day, and the different committees having the arrangements in charge, all praise is due for the manner in which they discharged the various duties undertaken by them. And to those gentlemen, as well as to the volunteers and people generally, we have reason to know that Sheriff Reynolds was charged to say that a more orderly or better managed proceedings the Prince's party had not witnessed during their visit to the western portion of the Dominion. All was big, broad and enthusiastically loyal, and not one particle of Narrow Gauge about it.

The weather throughout was delightful—"Queen's weather," in fact—the only drawback at all in that respect being the dust.

The auspicious proceedings with which the turning of the first sod was inaugurated did not help the road along.

The work proceeded more or less satisfactorily, under Mr. Dumble, with a Board of Directors representing antagonistic personal interests over which individual members never ceased squabbling. Mr. Dumble sold out to Mr. English, from Toronto, who earned on the work a stage further, and quarrelled in turn with the directors, who were ultimately left to finish the road themselves, and with a number of lawsuits on their hands. They succeeded admirably in "running the whole thing into the ground"—to use an expressive phrase; in hopelessly involving the Company, and placing the members of the Board, who had made themselves personally liable for obligations in carrying on the work, and in defending and maintaining lawsuits, in a position to be overwhelmed with loss of their private property. It was at this crisis that Mr. James Holden came to the front. And certainly if men had ever reason to be thankful for a timely rescue, they were the directors of the Whitby and Port Perry Railway at that time, who were saved from impending ruin by the efforts of a disinterested private citizen in whose sound judgment and integrity capitalists had confidence. Mr. Holden had already shown his public spirit by subscribing and paying up \$3,000 stock; and although an active member of the Board, became utterly disgusted with the mismanagement and the selfishness of some of his co-directors. He succeeded, however, as has been remarked, at the critical moment, when absolute ruin stared all concerned in the face, in enlisting as his co-partners in the scheme for buying out the bankrupt concern, Messrs. Austin, Fulton and Michie, of Toronto—the result being the speedy completion and equipment of the line to Port Perry. Without James Holden and the assistance of the moneyed men at his back, at that moment, there is a probability that even the road to Port Perry would have fallen through, and that, besides the ruin of the individuals immediately having the direction of affairs, the town of Whitby would have lost its bonus and subscription of \$60,000, and the very iron on the road sold to pay the debts of the unfortunate Company. But matters soon changed under the new regime. The line was freed from debt, the involved directors relieved from the pecuniary embarrassments which encompassed them, caused by their connection with the undertaking, and the whistle of the locomotive was shortly heard along the line, with trains running regularly, conveying freight and passengers. Whitby took a fresh start on the road to prosperity—property was enhanced in value, and Port Perry was built up, from an insignificant village at the head of Lake Scugog, to the dimensions of an important town, where quarter-acre lots became as valuable as 100-acre farms were a few years before in the same neighbourhood. Various efforts continued to be made for the extension of the line northward and the construction of the branch to Uxbridge, and several plans, all embracing promised bonuses from the municipalities immediately interested, devised, but they came to nothing. At length Mr. Holden, allowing other propositions for extension to remain in abeyance for the time, bent all his energies on carrying the line to Lindsay. He foresaw that connection with the Victoria Railway, at that point, would secure to the Whitby line a large proportion of the traffic coming over the former; or in other words, that the Whitby line must be the main outlet for the volume of traffic coming over the Victoria road; that connection once secured, every mile built of the Victoria would in reality be an extension of the Whitby line northward; and further, that the Whitby line would be in a position to compete successfully with the Midland for the trade to the front. The town of Whitby at once came forward and backed him up with a further bonus of \$20,000; Port Perry followed suit for a like amount; the co-operation of the leading men of Lindsay, Ops and Mariposa was secured, and a bonus of \$85,000 was obtained by grouping those municipalities, and also, subsequently, Government aid to the extent of \$2,000 per mile. In the summer of '76 the contract was let. In the hands of Messrs. Gibson & Dixon, the contractors, the work was vigorously prosecuted, and on the 31st July in the present year the line to Lindsay was formally opened. After a long struggle of a quarter of a century, railway communication between the Port of Whitby and the far north was at last secured. The line, it is true, is not that originally contemplated, through the centre of the county, but a line destined to bring back the trade of the localities originally tributary to the county of Ontario, from Mariposa and the Lindsay direction north, and which will restore to its natural channel the business carried off to Port Hope and the east by the earlier construction of the Midland line. To James Holden, the County of Ontario, and in an especial manner the towns of Whitby and Port Perry, stand indebted for the final accomplishment of this great enterprise. Many of the first promoters of the original line, and of other railway projects connected with the county, have fallen by the way. He has lived to see his enterprise so far crowned with success, and there is good reason to indulge in the hope that he will be spared to yet realize in its fullness the early expectations of the friends of complete railway communication throughout the entire length of the County of Ontario. Certainly at present, with a railway running directly from the town into the great northern country, through Mariposa to Lindsay, by Fenelon Falls, and through the County of Haliburton, on to the Mattawan, Whitby becomes the head of an extent of road and the outlet of a new trade, the development and possession of which was not even dreamt of by the first projectors of railway communication through the County of Ontario to the front.

The Ontario Central Railway, projected by the late Mr. Chester Draper, connecting Whitby Harbour with Nottawasaga Bay, and the charter of which was allowed to lapse at his death; and the projected Toronto and Ottawa Railway, to aid which Reach, Port Perry, Pickering and Scugog,

grouped, have passed a by-law granting a bonus of \$90,000, are newly contemplated lines in which the county is interested. The railways in actual operation at this date through the county are the Whitby, Port Perry and Lindsay, north; the Toronto and Nipissing narrow gauge, through Uxbridge and Brock; the Midland, through Thoron and Mara; and the Northern, crossing at the Narrows and running through a portion of Mara and Rama to Gravenhurst.

VISIT OF H. R. H. THE PRINCE OF WALES.

The visit of the Prince of Wales to the county, in 1860, was a memorable event. His Royal Highness was presented with addresses by the County Council and Town Council, and was received with great demonstrations of loyalty and enthusiasm. We give the proceedings, as a matter of historical record, from the *Chronicle* of that day.

Extracts of a special session of the County Council, held Sept. 4th and 5th, to consider the propriety of giving a grant towards receiving the Prince of Wales at Whitby on the 7th of September, 1860, as reported in the Whitby "Chronicle" of September 8th, 1860:—

TUESDAY, September 4th, 1860.

A special session of the County Council was held, on call of the Warden, at the Court House on Tuesday. It was five o'clock p.m. before the Warden took his seat. The roll having been called over, the following Reeves and Deputies answered to their names:—Messrs. Brown, Bartlett, Campbell, Gamble, Hart, Hislop, Hewett, McGregor, Katchiffe, Robinson, Rowe, Smith, White (Pickering), White (Whitby), Wright. Absent, Messrs. Pirt, Sangster and Wixson.

The Warden said that in calling the Council together specially, it was necessary for him to state that he did so in consequence of the visit of His Royal Highness the Prince of Wales—the heir apparent to the great empire of which we formed a part—to this country. A visit, he said, from such a person was unprecedented in the history of Canada, and he had no doubt of the good it would produce. To have the future ruler of the realm to which we were so nearly allied amongst us, and carry back with him a personal knowledge of our unbounded resources and unparalleled progress, would be productive of the best results in the future. He believed that every one must admire the virtues of Her Majesty our Queen, who was deserving of all the respect and esteem that her loyal subjects could show towards a good and virtuous Sovereign. And when Her Majesty had graciously accepted our invitation—although not honouring us with her own Royal presence—by sending the Heir Apparent to the Throne, and when the Prince had placed himself at our disposal, it was due to our Sovereign and to ourselves that we should express our deep sense of the unexampled honour conferred upon us. Under these circumstances, he (the Warden) had no hesitancy in calling the Council together, that the County of Ontario, with every other part of the Province through which His Royal Highness passed, might take the opportunity to give expression to those sentiments of welcome which, he felt quite sure, were entertained by every ratepayer of the county. The Warden further stated that he had deferred calling the Council together until so late a period, because no requisition had been placed in his hands; but that having received a resolution passed at a public meeting most respectfully attended from all parts of the county, he felt that he could no longer hesitate; and he believed there was still sufficient time to take the necessary steps for giving expression to the deep sense of loyal esteem which they all felt.

Mr. Hewett did not know whether all gentlemen in the Council were in the same position as himself; but he did not exactly comprehend the nature of the business that it was necessary for the Council to transact in this matter. He quite agreed in the propriety of the remarks of the Warden as to giving the Prince a proper and becoming reception, and of doing everything in a proper sense. Such a circumstance as the heir of the British Crown visiting this country never having taken place before, the honour was deserving every effort. But he was not exactly aware of the way in which the Council was called upon to operate. Everything was crude at present, but he had no doubt, when they understood things, the Council would do their duty. He asked Captain Rowe to explain what had taken place already in relation to the reception of the Prince at Whitby.

Mr. Campbell was not prepared to do anything until he saw his way clearly.

Captain Rowe explained very briefly and explicitly, what all our readers know already, that the Town had invited the Prince to stop at Whitby, and had appropriated \$300 for the presenting of an address; that a requisition to the Sheriff to call a public meeting of the ratepayers of the county had been got up—the meeting called, and an address adopted, which the Sheriff had been appointed to present on behalf of the county, and which the Prince had also agreed to receive at Whitby; and that it was expected the County Council would grant a sum equal to the small amount voted by the town towards the reception. That the Prince was expected here some time on Friday—about mid-day.

Mr. Ratcliffe believed in the necessity of doing something, but he believed the Warden was the chief elected magistrate of the county, and the proper person to present the address on behalf of the county; that as the matter had been taken out of the Warden's hands, he (Mr. R.) did not think it would be proper to have anything more to do with it, and would therefore go for no appropriation.

Mr. White felt a good deal embarrassed at the awkward position in which the Council was placed, and scarcely knew what to do; he expected the Warden, in his address, would have told them precisely what action was necessary.

Mr. Smith said he considered that the Warden stated expressly the purport of the meeting in his address. He, however, found fault with the way in which matters stood, considered that the Warden was the proper person to present the address, and stated that unless some arrangement was come to he was not disposed to vote for an appropriation.

Mr. Wright saw no reason why an address could not be presented on behalf of the Warden and Corporation.

After some further observations, a resolution, moved by Mr. Hewett and seconded by Mr. Smith, was carried, appointing a committee of five—consisting of Messrs. Ratcliffe, Smith, White (Pickering), Campbell and the mover—to confer with the Sheriff and the Executive Committee, to get explanations and to report to the Council that evening.

The Warden then left the chair until 8 o'clock. In the evening the Council resumed, and the Special Committee reported an interview with the Sheriff and the Executive Committee of the Town and County for the Prince's reception. The report gave a *resumé* of certain facts and recommended that no appropriation be granted, inasmuch as an address would be then too late to be presented, and that the Council had no power to make the appropriation for presenting an address on behalf of the Warden and Corporation of the County.

The report was adopted.

Council adjourned until ten o'clock next day.

WEDNESDAY, September 5th.

The Council did not meet until after 11 o'clock. There were present Messrs. Rowe, Robinson, Smith, Bartlett, Brown, Hewett, Wright, White (Pickering), White (Whitby), Hart, McGregor, and Gamble—12.

A resolution moved by Mr. Wright, and seconded by Mr. Smith, to reconsider the report adopted the previous evening, on the ground that the report was adopted through error, inasmuch as it was stated therein that an address would be too late, and such now appearing to be not the case, was carried without dissent.

The report was amended in committee, and on motion of Mr. Wright, the Warden and Messrs. Hewett, White (Pickering), Smith and the mover, appointed a committee to draft an address.

Messrs. White (Pickering) and Gamble opposed, and voted against the amendment.

The Warden left the chair at 2 o'clock and the Council resumed at 3 o'clock, when an address was reported, and the Warden, with Messrs. Hart and Robinson, appointed a Special Committee to wait on His Excellency the Governor-General's Secretary, at Belleville, the next day, to ascertain whether the address would be received.

On motion of Mr. Robinson, seconded by Mr. Smith, a sum of \$300 was appropriated towards the reception, and the Warden and the County Engineer appointed to see to the expenditure.

The Warden was appointed to present the address, accompanied by the Council.

RECEPTION OF H. R. H. THE PRINCE OF WALES AT WHITBY.

ENTHUSIASTIC EXCITEMENT!

TWELVE THOUSAND PERSONS PRESENT.

ADDRESSES OF THE CORPORATION, COUNTY COUNCIL, AND THE SHERIFF, ON BEHALF OF THE INHABITANTS OF THE COUNTY, AND REPLIES OF THE PRINCE.

The Prince leaves the Cars and Embarks on board the Steamer Kingston for Toronto.

GREAT REJOICING!

Friday last, the 7th of September, will long be remembered as a great and important day in the annals of the good town of Whitby. On that day Albert Edward, Prince of Wales, the heir to the British Throne, honoured Whitby with his illustrious presence, and received the addresses, congratulations, and warm and enthusiastic plaudits of Her Majesty's lieges of the County of Ontario. From an early hour in the morning, a continual stream of teams, buggies and vehicles of every description, filled with men and women dressed in their best holiday attire, kept pouring in from the country. Every avenue approaching the town, from the north, east and west, was thronged with equestrians and pedestrians making their way to see and welcome the Prince; and on the south the harbour contributed its share to the spectacle—no less than eight steamboats freighted with passengers having steamed in to witness the embarkation. Alongside the wharf, with the Prince's steamer, the *Kingston*, were the *Zimmerman*, the *Maple Leaf* and the propeller *J. L. Tucker*; outside the harbour five other steamers were in sight, decorated with flags from stem to stern. The town presented a most gay and lively appearance; flags streamed from every housetop, and from all the public buildings. Not a particle of the town was there which did not exhibit decorations of some kind; people everywhere vied with each other in the variety and costliness of the display. The Mayor and Sheriff had received telegrams announcing the time of arrival of the Prince between the hours of twelve and two o'clock, and before the latter hour fully twelve thousand persons had assembled at the railway station and at the wharf, and on the route between these two points. At the north side of the station a lofty pavilion, 36 feet by 24, richly decorated, was erected. Over the pavilion were the letters "A.E." entwined of evergreens, and in large bold letters the words "God Save the Queen." A rich carpet of crimson cloth covered the space inside the pavilion, and from thence to the Prince's car extended a novel and tasteful carpet ornamented with maple leaves, the handiwork of the ladies of Whitby. The railway station was covered with flags—ensigns, Union Jacks, St. George's crosses, and streamers of every kind, and one immense Royal ensign floating from a flagstaff on the most easterly point of the station. The sight from every point was a grand one, and well worthy to meet the view of a Royal Prince. The multitude was immense—on every side nothing but a living ocean of human beings. Upwards of three thousand persons were provided with seats immediately in front of the pavilion, for which the small charge of twenty cents each was made. In waiting on the pavilion to receive the Prince were—H. J. Macdonell, Esq., Mayor of Whitby, attended by the Town Clerk, Mr. Huston, and the following members of the Town Council: Jas. Rowe, J. H. Perry, Wm. Laing, R. J. Gunn, M.D., C. Draper, C. Lynde, N. W. Brown, Jas. Cameron, Ira Vail, N. G. Reynolds, Esq., Sheriff of the County, attended by his Secretary, Mr. C. Nourse; John Hall Thompson, Esq., Warden of the County, and the following members of the County Council:—Mr. White, Deputy Reeve of Whitby; John Ratcliffe and Wm. Bartlett, Reeve and Deputy Reeve of East Whitby; T. P. White and Josiah Wisson, jr., Reeve and Deputy Reeve of Pickering; Joshua Wright and H. McGregor, Reeve and Deputy Reeve of Reach; J. Gamble, Reeve of Scugog; W. Smith, Reeve of Uxbridge; Chas. Robinson, Reeve of Thoron; J. G. Hewett, Reeve of Mara and Rama; and John Hart, Deputy Reeve of Brock.—The members of the Oshawa Corporation, consisting of J. Hislop, Esq., Reeve; Jas. Carmichael, G. H. Gilchrist and J. Dickey; Z. Burnham, Esq., Co. Judge; W. H. Tremayne, Esq., Co. Atty.; J. Shier, Esq., Co. Engineer; Wm. Paxton, Co. Treasurer; Hon. O. Mowat, the member for South Ontario, and J. Gould, Esq., the member for North Ontario; Lieut.-Col. McPherson, First Batt. Ontario Militia; J. B. Warren, Esq., Manager of the Ontario Bank at Oshawa; N. G. Ham, Esq., Barrister; Jas. Dryden, Esq., Geo. Wallace, Esq., A. Farewell, Esq., Philip St. John, Esq. (King of Brock), David Spalding, Esq., Rev. J. Pentland, Rev. Eugene O'Keefe, Rev. Mr. Warner, Rev. J. T. Byrne, Rev. Mr. Dickson, Rev. Mr. Taylor, Rev. Mr. Law; and the following members of the Press:—E. Oliver and Jas. Holden, of the Prince Albert papers; W. H. Orr, of the *Vindicator*; and W. H. Higgins, of the *Whitby Chronicle*.

The Whitby Volunteer Highland Rifle Company, commanded by Capt. Wallace, and the Oshawa Fire Brigade, Chief Engineer McElroy, were drawn up in front of the pavilion.

THE ARRIVAL.

Precisely at twenty-five minutes to four o'clock the train containing the Prince of Wales and suite came in sight, and the arrival was greeted by the firing of cannon and the most vociferous cheering from the multitude. Immediately afterwards the Prince and the Royal party alighted, and were conducted by the Mayor, Sheriff and Warden to the pavilion, where the Prince was again loudly cheered.

THE ADDRESSES.

The County Address was presented by the Sheriff first, and was as follows:

"To His Royal Highness Albert Edward, Prince of Wales.
"MAY IT PLEASE YOUR ROYAL HIGHNESS—We, the inhabitants of the County of Ontario, in the Province of Canada, beg to approach your Royal Highness to express our heartfelt gratitude for the opportunity afforded us at this time of greeting your Royal Highness with a hearty welcome, and of expressing our unswerving loyalty and devoted attachment to the Throne and person of our most gracious Sovereign the Queen, to whom we also hereby express our deep sense of obligation for her gracious condescension in readily acceding to the invitation from our representatives in Parliament to visit in person, or by representation on the part of some member of the Royal Family, this very important part of her empire.

"The auspicious visit of your Royal Highness we regard as an event of great national importance to this country, and one which we feel confident will have the happiest effect in deepening and perpetuating that devoted allegiance and attachment to the institutions and government of Great Britain which has already distinguished the inhabitants of this Province—an attachment felt by us to be due not more on account of the manifold blessings we enjoy under that benign government, than for the eminent virtues which adorn your illustrious mother, and by which we hope your Royal Highness, to whom we proudly look as the future Sovereign of these realms, will ever in like manner be distinguished.

"We earnestly hope that the visit of your Royal Highness will not only be agreeable to you as it is gratifying to us, but will increase the interest already so long and warmly manifested on the part of the Queen and Government of Great Britain towards this important appendage of the British Empire.

"We beg further to express our ardent desire and hope that when your Royal Highness may leave us for your native shores, you may enjoy unbroken health and comfort, and by a gracious Providence be safely restored to the bosom of your illustrious family."

"GENTLEMEN—

"I thank you sincerely for the Address which you have presented to me.

"In the Queen's name I acknowledge the expressions of your loyalty to Her Crown and Person, and for myself I am grateful to you for the welcome to your neighbourhood."

The Warden followed with the Address of the County Council, which read:—

"To His Royal Highness Albert Edward, Prince of Wales, Duke of Cornwall, &c., &c., &c.

"MAY IT PLEASE YOUR ROYAL HIGHNESS—We, the Warden and Council of the Corporation of Ontario, in Council assembled, beg respectfully to congratulate your Royal Highness upon your safe arrival in this county, and at the same time we desire to convey to your Royal Highness the assurance of our respect for and attachment to our beloved Queen.

"That many advantages will arise from your Royal Highness's visit to this country we have every reason to hope; and trust that it may afford pleasure to your Royal Highness, and a more intimate knowledge of the resources of Canada than could be otherwise acquired.

"We heartily welcome your Royal Highness to the loyal County of Ontario, and desire respectfully to convey through your Royal Highness the high esteem in which we hold the many virtues of your Royal Mother, our Queen; that she may be long preserved a pattern to other rulers is our earnest prayer."

The reply to the Address of the Warden and County Council was precisely the same as that given to the Sheriff.

The Mayor next proceeded to read the Town Address, which ran:—

"To His Royal Highness Albert Edward, Prince of Wales, &c., &c., &c.

"MAY IT PLEASE YOUR ROYAL HIGHNESS—We, the Mayor, Corporation and Citizens of the Town of Whitby, in the County of Ontario, most humbly beg leave to approach your Royal Highness, to express the great pride which we, in common with others of our fellow-subjects in the Province, feel at the presence of your Royal Highness in this extensive and, we may proudly add, important portion of Her Most Gracious Majesty's Dominion.

"We offer to your Royal Highness a most loyal and heartfelt welcome, and we trust that the evidence of civilization and advancement which have greeted your Royal Highness's progress thus far have not induced your Royal Highness to deem the pioneers of the land, or their descendants, wanting in the energy and intelligence characteristic of the race from which they sprung, or undeserving of the incomparable honour which your Royal Highness now confers upon them.

"We pray your Royal Highness to be pleased to convey to our Sovereign our fervent feelings of loyalty and attachment to Her Majesty's Crown and Person, and our grateful appreciation of the inestimable blessings of freedom and prosperity which, in common with all Her Majesty's subjects, we enjoy under the benign rule of our good and gracious Queen."

"GENTLEMEN—

"I thank you sincerely for the Address you have presented me in the Queen's name.

"I acknowledge the expressions of your loyalty to Her Majesty's Crown and Person; and for myself, I am grateful to you for this welcome to your town."

The Prince handed the several Addresses as received to the Duke of Newcastle, who stood at his left hand, the Governor-General being at his right.

The Address of the Mayor and Citizens was encased in a beautifully embroidered case made of blue silk velvet and lined with white satin, the handiwork of Mrs. Macdonell.

A slight *contretemps* occurred on the reading of the Addresses—that of the Sheriff having been first read, and the Mayor claiming precedence within his own corporation over all others. His Excellency the Governor-General reconciled all parties, on the Mayor coming forward to present his Address, by explaining, when presenting the Mayor to the Prince—"Your Royal Highness, this is the Chief Magistrate of the Corporation, and his Address should have been the first presented; but I assure you, Mr. Mayor, there was no offence intended."

Three cheers were next proposed by the Sheriff for the Queen, three for the Prince Consort, and three for the Prince of Wales.

Three splendid bands brought from Bowmanville, Oshawa, and Prince Albert, and which had kept the crowd in good humour while waiting all the morning, struck up "God Save the Queen," the cannons commenced blazing away, and the Prince, amidst all this rejoicing, accompanied by the Governor-General, descended and entered the handsome carriage of John Ham Perry, Esq., which had been placed at the Mayor's disposal, and in a few minutes the Royal party reached the wharf, escorted by Lieut. Col. McPherson and his *aide-de-camp* for the occasion, Troop-Sergeant-Major Thomas Robinson, formerly of the 9th Lancers. Both officers looked most soldier-like; the Colonel in full regimentals and mounted on a grey charger, and his *aide* wearing the uniform of the Port Hope Cavalry, and also wearing conspicuously three medals for distinguished service in India. The Oshawa Fire Company and the Highland Rifle Volunteer Company followed at a long distance behind, the carriages having been driven at so rapid a rate that it was impossible for those on foot to keep up with them. An immense crowd lined the streets, and accompanied the carriages to the wharf. Ample carriage accommodation had been provided for the Prince's suite by the Executive Committee; and the appearance of the splendid appointments, led on by the white horses to Mr. Perry's carriage, in which the Prince rode, was a sight not to be excelled at any similar demonstration in the Province. The streets along the route were somewhat dusty, and this, together with the desire to reach Toronto before nightfall, hastened the procession of the Royal cortege.

EMBARKS.

At 15 minutes past four o'clock His Royal Highness reached the wharf, and at once went on board the steamer *Kingston*, which in a few seconds steamed out of the harbour for Toronto, the immense crowd vociferously cheering until the steamer got far outside the pier. The sight along the wharf, which is more than half a mile in length, running out into the lake, beggars all description. It was one living mass of men, women and children, carriages and horses, huddled together so compactly that with every

surge of the ocean of heads, one wondered how hundreds escaped being precipitated into the water which bounded each side. However, no accident happened. Everything went off smoothly and pleasantly, and "merry as a marriage bell." The good order maintained by the Marshals of the procession was admirable. The Chief Marshal, Mr. Thomas Moody, and Mr. Thomas Lawder, Marshal, were both very efficient, as they were conspicuous among the crowd. In the procession they rode immediately in front of the Prince's carriage, and succeeded in clearing the streets most effectually all along the route from the railway station to the wharf. The Mayor and Sheriff, both of whom followed in the Prince's retinue to the wharf, accompanied the Royal party to Toronto. The steamboats, and the train, which was sent off from the Grand Trunk Station on the departure of the Prince, were loaded with passengers, all anxious to witness the disembarkation at Toronto, but only those, we believe, who were fortunate enough to get on board the cars were in time for the purpose. Altogether, the visit of His Royal Highness to Whitby was under the most favourable auspices. The weather was delightful, the arrangements complete and satisfactory, and the people joyously pleased and enthusiastic to behold their Prince; and in the latter respect we are very happy to state that so well were all the arrangements carried out, we have not heard of a single disappointment—all were grateful for the sight of the future heir of the British Empire.

TOWN DECORATIONS.

The only thing to give the people of Whitby any cause of regret in connection with the visit of the Prince is, that time did not permit His Royal Highness to visit their handsome and well-decorated town. The town proper, as almost everyone knows, is fully a mile and a half from railway station and harbour, so that it was impossible for His Royal Highness or those in his train to see the preparations made there to receive them, in case it were possible to prolong his stay by driving through the town. At the railway station and at the wharf, however, we venture to say that enough was to be seen to demonstrate satisfactorily the loyalty, enthusiasm and hospitality with which the people of Whitby and the County of Ontario desired to welcome the visit of their Prince. We have already mentioned part of the display at the railway station. In addition to this, there was erected north of the station, on the junction of the street approaching from the Base line, a very handsome and well-decorated arch, with the words "Welcome, one and all," over the arch in the centre, between the letters "A. E.," wreathed in evergreens, and surmounted by shields bearing the Prince of Wales's plume.

AT THE BAY.

Next to the display at the station, was a splendid arch erected on the approach from Brock Street to the harbour. This was a superb structure built in the Gothic style, with extended wings, surmounted by flags, banners and streamers of every variety and colour, representing the signals used by the Royal Navy. Over each wing was suspended shields emblazoned with the Royal Arms and the Prince's plume, and painted in gorgeous colours. This arch appears almost a permanent structure, being strongly built of lumber and covered in the most tasteful manner with evergreens. Immediately west of the arch a point jutted out into the water beside the warehouse of Messrs. James Rowe & Co., through whose kindness seats were erected for the accommodation of about 600 children, trained and schooled to sing the "National Anthem" during the approach and embarkation of the Prince. Over the large warehouses of this Company there were some very appropriate devices, of a small ship at one side, and a huge sheaf of wheat, and agricultural productions at the other, and extended between them the words "Agriculture and Commerce." From the roofs of the buildings and high above, floated from the elevators innumerable flags of every kind, presenting a gay and very animated appearance. Large ensigns, union-jacks and other coloured flags were unfurled over the residences of Messrs. Rowe, Watson, and Warren, and from, with scarcely an exception, every house and building at the bay, most of which were also decorated with evergreens, and contained handsome mottoes and devices.

APPEARANCE UP THE TOWN.

But it was up the town the gayest of the gay appearances was presented. Brock Street, from Pollard's hotel to the market, was one continued arch of evergreens. Almost every merchant's store had its arch or its grove of evergreens opposite, as had likewise the several hotels; and flags in profusion floated from every housetop. The most extensive arch, however, was that put up at the "Corners," which was extended in the shape of a crown over the entire area from Black's hotel to Laing's store, and thence again to the other side of Dundas Street, to Bain's and the corner opposite, on Brock Street. This arch was quite a splendid affair, and was very much admired. It was richly and profusely decorated with flags; and from its centre were run up on flag-staffs ensigns and union-jacks which waived gaily in the breeze. From Crocker's hotel to Hamilton & Roberts' store another handsome arch spanned the street, heavily decorated, and surmounted by a large sheaf of wheat, from the centre of which flags were run up. Extended across Brock Street from the *Chronicle* office to Zwickey's harness shop was a very beautifully designed arch, or rather a succession of arches—for the broad sidewalk at each side was covered by arches, and two arches spanned the street itself. From the centre an immense flag-staff, between fifty and sixty feet in height, arose, from which a large union-jack fluttered, and the arch was also decked out with gay colours of various designs. From two large poles at each side of the street immense pumpkins were suspended, and from the centre pole a sheaf of wheat, and these poles and the other portions of the arch were again decorated with corn, fruit and vegetables, and garlands of flowers. This was intended for the agricultural arch. At the residence of Mr. J. H. Perry a tasteful arch was erected over the gate entrance. It was surmounted by a handsome shield bearing the plume of the Prince of Wales, and decorated with small flags. Hand-some flags, large and small, also swayed from Mr. Perry's residence, and the fence surrounding his pleasure ground was also overspread with gay St. George's crosses. Splendid flags were unfurled from the towers and roof of the Sheriff's new mansion, and from his present residence, which was very tastefully decorated. The residences of the Mayor and other prominent citizens presented a similarly gay appearance, and in fact—without entering into the tedium of enumerating each separately—there was scarcely in the whole town, from the county buildings downwards (and if we except our own precious market building), a house on a prominent point from which similar demonstrations of joy and welcome were not extended. On Brock Street, at the entrance to Mr. Francis Clarke's cottage, a pretty arch was placed, which we had nearly omitted to notice; and across the street at the Base line, south of the railway bridge, an arch partly constructed was left unfinished, though, we are grieved to state, an accident happening to one of the workmen—a young man named Wallis, whose arm was broken by a fall.

This is the only accident of any kind which we are called upon to report. In the evening a bonfire was lit in the town, and the rejoicings kept up until a late hour. As our space will not permit our supplying a more extended statement, we have only to add that all the arrangements were as complete as it was possible they could be, taking everything into account; that the several committees, and their chairmen and secretaries, deserve the people's thanks for carrying out their wishes as they have done; and that, in particular, Messrs. James Rowe & Co. have earned for themselves all praise for the immense exertions made by them at the harbour in making everything appear to such advantage.

[In proper chronological order, the description of the visit of the Prince of Wales should be given before that of Prince Arthur, but as the latter's visit related to railway matters, we did not choose to break the thread of the narrative in that connection.]

ROADS, HARBOURS, ETC.

The County of Ontario now possesses very good gravel roads throughout its extent. Through the townships in the front the roads may be said to be of an excellent character, and in the north they are fast improving. The Township Councils are quite liberal in their appropriations to this end. In the early years of settlement the want of good roads, or in fact of any roads, good or bad—was one of the greatest discouragements the settler had to encounter. In the course of time, bridle paths through the dense forests gave way to blazed lines and corduroy clearings out through the woods. Constant yearly expenditures of money and labour, with the increase of population and settlement, brought about the desirable state of things in the way of good and permanent highways which, thanks also to the excellent provisions of the Municipal Act, we now find in existence in every direction. The Government laid out the main or Centre Road through centre of the county, from Port Whitby to the Narrows bridge. There was also then laid out a leading road, the old Brock road, to the west through Pickering north, and the road from Oshawa, known as Simcoe Street. At the time of the sale of the roads and harbours in Upper Canada by the Government, in 1852, the Whitby, Lake Scugog, Simcoe and Huron Road Company became the purchasers of the Centre road and Whitby Harbour. The Company spent \$30,000 in improving the road as far as Manchester, making it one of the best travelled roads in the Province. They also spent \$15,000 on the harbour. Simcoe Street and the Nonguon roads, leading to Oshawa and harbour, and the Western road, were improved by private Companies and by grants from time to time from the County and Township Councils. In 1860, after much discussion over a general scheme for improving the main county roads to the north, and when the railway scheme had been allowed to rest for a time, a by-law was passed by the County Council appropriating \$20,000 for the purpose. Of this amount there was given to Simcoe Street \$2,000; the Centre road north of Manchester, \$8,000; and to the Brock, or Western road, \$5,000. Scugog bridge, the Narrows bridge, the Talbot bridge, the bridge across the Black River between Scott and Georgina, and smaller bridges and pieces of road in various localities and especially in Mara and Rama, had previously and during this and following years had considerable sums voted for improvements. The bridges specially named have, since the setting off of the county and being assumed as county works, been a source of considerable annual expense, and have annually drawn largely upon the county revenue to keep them in repair.

Each of the three harbours has a history of its own. Whitby, originally called Windsor Harbour, and still marked as such upon old maps, was improved by the Government in '43 and '44; piers were built, a good deal of dredging done and a considerable sum of money expended. As early as 1833, Mr. John Welsh had built a storehouse and tramway for shipping wheat and flour, which was done in scows, being taken out through the mud a long way beyond the present breakwater. Mr. Welsh had also opened a general store and did a large business for years afterwards. He was a native of Clones, county Monaghan, Ireland, and few men in his day were better liked or more respected in any locality. He died in 1860. The Windsor warehouse (since pulled down) was built in 1842, Messrs. Perry, Cochrane, Campbell, Nicholl and Mitchell forming a Company, known as the Windsor Warehouse Company, for the purpose. Mr. John Watson, another Irishman, native of the county Dublin, retained the various positions of Manager, Director, Secretary and Treasurer of the Company for seven years. He had been with Mr. Welsh for two years previously. Mr. James Rowe, better known afterwards as "Captain Rowe," another warm-hearted Irishman, from the Queen's County, had in the interval, in partnership with Mr. James Cotton, obtained the contract for dredging the harbour, with other Government works. After the building of the piers, Messrs. Watson, Welsh and Rowe entered into partnership, purchased two lots of the Goreham property on the beach, and built the present warehouses, where business was afterwards carried on for so many years and with so much success by them under the name of James Rowe & Co. The business was always managed by Mr. Watson, who is now the surviving partner, and still continues to carry it on—"for self and company," already mentioned, was formed by the three partners, who purchased the road and harbour from the Government. The Company spent large sums in improving the road and harbour, and paid some \$54,000 to the Government. Like other Companies who had purchased works of the kind from the Government, which became depreciated in value after the construction of the Grand Trunk Railway, the Company fell into arrears and were dispossessed, their property seized under a writ of extent, and the road and harbour resold under the Sandfield Macdonald Government in 1863. Messrs. Joseph Gould and Chester Draper became the purchasers. After two years these gentlemen severed the joint connection—Mr. Draper taking the harbour and Mr. Gould the road. The road was surrendered in the summer of '76 to the county under the statute. Mr. Draper died in December of the same year, and the property of the harbour is now vested in the executors of his will.

Pickering Harbour is now vested in Mr. Joseph H. McClellan. He has made a large expenditure in dredging, building piers, a large elevator, warehouses and stores, &c.; he obtained \$13,000 as a bonus from the township, and is using immense endeavours to establish a market—Liverpool Market, as it is now called—to make this an important shipping point.

Oshawa Harbour is also in the hands of the Company, who have lately spent a considerable sum in building an addition to the pier and in dredging, for which purpose they obtained a grant of \$5,000 from Government.

POPULATION STATISTICS.

The census of 1871 gives the population at 45,890: North Ontario, 25,967; South Ontario, 19,923. The population may now be estimated at 50,000. Religious denominations may be enumerated, on a careful calculation: Methodists, 15,000—embracing Wesleyan, Episcopal, Primitive, &c.; Presbyterians at nearly 10,000; Church of England, 8,000; Roman Catholics, upwards of 6,500; Bible Christians, 2,200; and the balance between the Congregationalists, Quakers, and various other denominations. The nationality and origin are in the proportion of about—English, 20,000; Irish, 14,000; Scotch, 11,000; Germans and Dutch, 3,000; United States, 1,000; French, 600; Indians, 250; and the remainder of other origins. The total number of church buildings in North Ontario at the time of the last census was 91; in South Ontario, 66. The number has been considerably increased since then. The population of the county in 1861 was—South Ontario, 19,919; North Ontario, 21,685. The superficies in acres—South Ontario, 147,660; North Ontario, 402,206. The population of the whole county in 1851 was 29,575. At the beginning of the previous decade it was about 20,000. The principal immigration into and settlement of the county took place in the interval between the war of 1812 and the rebellion of 1837.

The names of the earliest recorded settlers along the Lake Shore are those of Stevens, Lockwood, McGahan, Ransom, Majors, Wilson, Knight, Shales, Stiles, Cranford, Farewell, Rimmerfield, Munger, Loyd, Marvin. They occur in fragmentary records of the townships of Pickering and Whitby from 1801 to 1808. The Barks, Trulls and Conats had previously, in 1794, settled on Barber's Creek, now Darlington. Mr. Lovekin, an Irishman, settled in Clarke in 1795. A number of German families emigrated from Hamburg in 1794 and 1796 and settled to the west, about Markham. This immigration was induced by the land bounty of Lieutenant-Governor Simcoe, of 200 acres to settlers.

EARLY SETTLEMENT.

At the end of the revolutionary war, many families who had settled in the States remained true to British connection, and were persecuted by the triumphant insurgents for their loyalty. There was a general confiscation of their possessions, and they were driven to seek homes elsewhere. Many of the refugees settled in Canada after undergoing terrible hardships, and were known as United Empire Loyalists. Other Americans sought a home under the British flag from less patriotic motives. They discovered the sunny spots along the shores of the lake, found out the soil was good, drew their 200 acres of land, and rations from the nearest fort or garrison for a period of three years, and had no objection to be classed as U.E.L.'s, although their sympathies were altogether with the "patriots." They became excellent settlers, and thrived on the virgin soil of Canada. Not a few of this class entered and took up their abode in the county of Ontario during the years of calm that succeeded, and have been erroneously claimed as persecuted U.E.L.'s. They, however, in course of time, and their families became good British subjects, and at this distance of time it would be a difficult as well as an unnecessary and ungracious task to point out who were the real and who the pretended loyalists, who found out they were likely to fare better under the proclamation of Governor Simcoe with the disbanded soldiers and loyalists than in the struggle for a home in Uncle Samuel's dominions. The family of Benjamin Wilson, claiming to be a U.E.L., the first known settlers, came into the township of Whitby in 1794. He was a Vermonter, born in the town of Putney, in that State. For a couple of years he had no other near neighbours than the Indians, and they appear to have been somewhat troublesome. The first year the Indians came and carried off the whole year's provisions which had been supplied the family by the Government. The poor people were driven in terror from their little settlement down the lake towards the Bowmanville or Barber's Creek. The Indians were a band of Chippewas. The Chief, Wabokisheco, who had been absent when the settler's shanty was looted, on his return compelled the Indians to give up the provisions taken away, and make ample payment in furs for such as had been consumed. The Chief also gave Wilson a peace-belt to hang up in his shanty, telling him there would be no danger in future as long as the belt was kept in sight. And neither was there; the Indians became most friendly, and supplied the family afterwards with abundance of venison and fish.

The settlement of the Farewells is another of the earliest traceable, and there is somewhat of a little spice of romance about it. A. Moody Farewell and his brother William were the sons of a widow who came with her two boys from Oswego to Niagara, where she settled down, in the time of Governor Simcoe. There she contracted a second marriage with Sergeant Cranford, of the Queen's Rangers, and at the time of the removal from Niagara to York, in 1796, came with her husband and his regiment to the latter place. Cranford got 400 acres of land and the Ferry at the Humber, but it appears, with a soldier's want of thrift characteristic of the time, allowed what would have been a splendid competence to slip through his hands. About the beginning of the century, the two Farewell boys started in a canoe from Toronto down the lake shore, landing at Oshawa Creek—literally "padding their own canoe." There they took up the land on which they afterwards lived for so many years, and on which their descendants at present reside. A. M. was the father of Abraham Farewell, ex-M.P.P., and his brothers, residing at Harmony. The frame house built by Abraham Farewell, still standing at the latter place, was raised on the day of the declaration of war between England and the United States, in 1812. Old Mr. Farewell used to relate how he was frequently chased by wolves along the front road, and especially at the cedar swamp near Bartlett's, between Whitby and Oshawa, in those early days. Up to 1804 there was no house between Farewell's and Lynd's, at Lynd's Creek, west of the town of Whitby. About two years after their settlement, the Farewell brothers went to Lake Scugog to trade with the Indians for furs. They left a man named John Sharp in charge of the camp while they proceeded up the Scugog. On their return they found the unfortunate Sharp murdered, his skull having been smashed in with a club. They quickly made their way back to Oshawa and told their story of the murder to Eleazir Lockwood, then settled on the lake shore. He had noticed the Indians camped on the shore, on their way to Toronto, a day or two previously; some of them were intoxicated, and one of them, O-go-ton-og-cut, went through the motions, showing how he had killed poor Sharp. This performance was watched by Lockwood from a distance. Having got hold of the story, Lockwood started for Toronto after the Indians. They were found encamped on the Island by Lockwood and the Indian superintendent, Col. Givins, to whom Lockwood related the particulars of the murder. A warrant was issued, a sergeant and guard were procured, and the offending Indian given up by the same Chief who compelled the restoration of Wilson's goods. Counsel was assigned to the Indian, who on the trial successfully raised the question of jurisdiction as to whether the crime was committed within the Home District or the District of Newcastle. The case was sent to be tried in the Newcastle District. The Judge, Judge Cochran, Mr. A. Macdonell, Sheriff of York, prisoner, constables, witnesses, Crown prosecutor and all went on board the schooner *Speedy* for Presqu' Isle, where the trial was to take place. They never, however, arrived at their destination, the vessel and all on board having been lost. The Court kept adjourning from day to day, in the vain hope of the appearance of the prisoner and those on board with him, until all hope of the safety of the vessel was abandoned. Farewell and Lockwood went down to the beach to go on board, but missed the boat—their tardiness doubtless saving them from a watery grave. Amongst those on board were the Solicitor-General for Upper Canada, Robert Isaac Dry Gray. In his will, dated 1803, he devises 200 acres, lot No. 11, 1st concession of Whitby, to his slave servant, Simon, and his heirs for ever, and to his other black servant, John, 200 acres, lot 17 in the 2nd concession of Whitby. Another provision of the will runs as follows:—"I feel it a duty incumbent on me, in consequence of the long and faithful services of Dorinda, my black woman servant, rendered to my family, to release, manumit and discharge her from the state of slavery in which she now is, and to give her and all her children their freedom. My will therefore is that she be released, and I hereby accordingly release, manumit and discharge the said Dorinda, and all and every one of her said children, both male and female, from slavery, and declare them and every of them to be free. And in order that provision may be made for the support of the said Dorinda and her children, and that she may not want after my decease, my will is, and I hereby empower my executors out of my real estate to raise the sum of twelve hundred pounds currency, and place the same in some solvent and secure fund, and the interest accruing from the same I give and bequeath to the said Dorinda, her heirs and assigns for ever, to be paid annually."

The black servant men are also freed. So that, according to this, it would appear that slavery existed in Canada as late as 1803, and the two lots already mentioned in the township of Whitby were originally devised to manumitted slaves. Slavery was abolished by law in Upper Canada in 1793, which fact must have been well known to the Solicitor-General, but it may be conjectured that he wished to place the right of his former slaves to hold real property beyond all doubt, by the terms of his will.

The few scattered settlers along the front road had many incidents of the war of 1812 to relate. The carrying of the despatches was an enterprise of no small difficulty and danger. They were forwarded from Toronto to Duffin's Creek, thence on to Lynd's and Farewell's, and the latter was obliged to forward them on to Wilmot's to Newcastle. After the termination of the war of 1812 the growth and settlement of the county was sure and steady, and as well as in the synopsis given in the early part of this sketch will appear more in detail from remarks on the settlement of the several townships.

THE PROJECTED GEORGIAN BAY CANAL.

A Canal route through the county, from Georgian Bay to Lake Ontario, is another project to which public attention has been for a long time directed. In view of the importance of its advantages, the County Council, at the June Session of 1863, made an appropriation of \$600 for the purpose of ascertaining by a survey the practicability of a route through the county. The survey was entrusted to Mr. T. C. Keefer, C.E., who made the following Report:—

"To N. B. FAIRBANKS, Esq., Oshawa, Chairman of the Standing Committee on Roads and Bridges, County Council of the County of Ontario.

"Sir,—I have the honour to report that, in compliance with your instructions, I have examined the country between the Townships of Whitby and Thorah, in the County of Ontario, as well as the valleys of the Scugog, Sturgeon and Balsam Lakes, and the Talbot Portage route, in order to determine the practicability of constructing a canal between Lake Simcoe and Lake Ontario, by the route of Lake Scugog.

"The practicability of connecting Lake Simcoe and Lake Huron is assumed; and I have no reason to doubt that this may be done, either by the natural route of the Severn river or by the Nottawasaga—so that if Lake Simcoe can be connected with Lake Ontario via Scugog, a route for a Georgian Bay Canal may be had, which will be as direct as any other, and at the same time be in communication with the inland waters, or the Trent navigation.

"The renewed importance which has been given to a Georgian Bay Canal, since the diversion of western trade from the Mississippi to the great Lakes, has induced your county authorities to undertake this examination, in order to bring forward the merits of the Scugog route, in competition with the only one hitherto agitated, that by the valleys of the Holland and Humber rivers, west of Toronto.

"Before proceeding to give the result of my examination, I will refer to the question of a canal between Lakes Huron and Ontario generally, in order to show that the two routes above mentioned are the only direct ones which offer any inducements for consideration.

"The object sought by the Georgian Bay Canal, in contradistinction to the Welland route, via Lake Erie, on the one hand, and the Ottawa route, via Lake Nipissing, on the other, is to afford a navigation which will avoid the *detour* and extra insurance of Lakes Erie and St. Clair—the Detroit and St. Clair rivers, and especially the shoals known as the 'St. Clair Flats'; and at the same time give a route not only to Montreal, but from Chicago to New York, via Oswego, which the Ottawa route could not do. The height and breadth of the dividing ridges between Huron and Ontario make it impracticable to use the waters of the former as a feeder, and thus obtain the minimum lockage, as is the case between Erie and Ontario, on the route of the Welland Canal. A higher intermediate level must therefore be resorted to; but there is a shortening of the route between Chicago and Oswego of 250 miles, to be set off against the increased lockage required on the Georgian Bay route.

"The range within which a canal route between Huron and Ontario can be sought for, is limited to the valley of Lake Simcoe, which is common to every route; and, as already mentioned, this lake may be entered from Lake Huron, either from the mouth of the Nottawasaga or Severn rivers; but the range by which communication between Lake Simcoe and Lake Ontario is possible is much wider, extending from the Humber Valley, west of Toronto, to the mouth of the Trent, in the Bay of Quinte.

"As the extreme eastern outlet, (although) the natural one, embraces a length of navigation of over 200 miles between Huron and Ontario, in addition to the maximum lockage, it cannot come into competition with either of the other routes in point of distance; and the question then arises whether the difficulties in overcoming the natural barriers between Simcoe and Ontario, on any direct route, would force a resort to the circuitous one of the inland waters.

"To this it may be said that there is evidently a limit within which the route of a Georgian Bay Canal may be lengthened, because, with the inevitable excess of lockage, a direct route is the only one which could, on commercial grounds alone, be advocated in competition with the enlargement of the Welland Canal—a canal which has the advantage not only of the minimum lockage and cost, but also of accommodating the trade of Lake Erie, as well as that of Huron, Michigan, and Superior.

"In a military point of view there would be an advantage in favour of a Georgian Bay route (besides the local benefits conferred) over any enlargement of the Welland, or of a second canal on that route; and if the St. Clair Flats may be regarded as a permanent obstacle to navigation, the commercial superiority of such a route for the trade of Huron, Michigan, and Superior would be very decided. As a mere military work, the extreme eastern route already mentioned, by the Trent and Bay of Quinte, might be preferred; but if commercial considerations prevail, the question of route will be limited to the Townships of York and Whitby. In these comparisons the question of cost is omitted, the surveys which have been made not having been carried far enough to give the data for arriving at the probable cost upon any of the routes, although enough is known to show that any direct navigation between the Georgian Bay and Ontario must be a costly undertaking in proportion to its length.

"The old surveyed route, via the Trent and Bay of Quinte, would evade the formidable ridges South of Lake Simcoe, but, from the extent of shoal water and rock which would be encountered upon the route, the cost for a deep water navigation, such as is now demanded by the exigencies of the through commerce, would probably be as great a total (though not so great per mile) as upon the shorter routes.

"With these preliminary remarks, I will now describe the natural obstacles to direct navigation between Lake Simcoe and Ontario, to follow which it is necessary to bear in mind that Lake Huron is 340 and Lake Simcoe 475 feet above the level of Ontario.

"The peninsula of Eastern Canada, from the banks of the Niagara river, the natural outlet for the waters of the Upper Lakes, rises gradually from an elevation of about 360 feet above Ontario, at the Great Western Railway near the Suspension Bridge, to 550 feet on the line of the Hamilton and Port Dover Railway, and 750 feet on that of the Great Western between Hamilton and the Grand River, where the high lands sweeping round to the north-east, an elevation of over 1,000 feet above Ontario, is encountered at the summit of the Grand Trunk Railway in Esquesing, between Toronto and Guelph. Here the elevated plateau bears off nearly due north, running into Lake Huron above Collingwood, with a precipitous escarpment on the eastern face—a fall of between 300 and 400 feet taking place rapidly in that direction. From the face of this escarpment a lower ridge (at about the general level of 700 feet above Ontario) sets out from a point about midway between the head of Lake Ontario and Lake Huron, having its summit north of Toronto, at a point half-way between Ontario and Simcoe, but approaching the former as it proceeds eastward until it reaches the Township of Whitby, where the summit, which had set out in Caledon, the third township back from Lake Ontario, enters the N.E. corner of Whitby, a township fronting on that lake. Before reaching this point, however, the ridge attains its highest elevation (about 900 feet) in Uxbridge, from whence a broad 'spur' strikes out to the north-east, the angle between the main line and spur being occupied by Lake Scugog. This spur, separating Scugog valley from that of Lake Simcoe, extends at a very uniform elevation (with one remarkable break) up to Balsam Lake, where it falls off. The main line of the ridge between Scugog and Ontario has a summit of about 800 feet above Ontario, but here the ridge attains its narrowest dimensions, being 'drawn up' as it were—the breadth on the top being from 200 to 300 yards. At a level one hundred feet below the summit, the breadth through is less than half a mile. The spur between Scugog and Simcoe valleys has a tolerably uniform summit of 750 feet above

Ontario, but it has great breadth, the high ground approaching near to Lake Simcoe and Scugog. The spur is nearly cut through, on a direct line between Beaverton on Lake Simcoe, and Port Perry on Lake Scugog, by the valleys of the Beaver and Nonquon streams, on which route a narrow ridge, giving a summit of about 650 feet above Ontario, is found, which extends only half a mile, after which this is reduced to 630 and under.

"Scugog Lake stands about 575 feet above Lake Ontario; so that the highest ground between it and Simcoe would be about 75 feet above the level of the former, while the extreme summit of the ridge between it and Ontario would be 212 feet above Scugog Lake on the lowest, but 234 feet on the shortest route. The hilly country between Scugog and Simcoe, the difficulty of following the timbered and swampy valleys, and the circuit required by reason of so many road allowances being closed, make repeated levelling necessary to ensure exactness. I think, however, the above figures will not be seriously altered by a more careful survey.

"SUPPLY OF WATER.

"The first question which presents itself in projecting a canal between Simcoe and Ontario, via Scugog, is a supply of water.

"Scugog Lake could not be depended upon for this purpose, and a supply either independent of it, or auxiliary to it, must be sought. This can only be obtained from that portion of the Trent waters which lie above the Scugog level. If Lake Scugog be made the feeder, an auxiliary supply must be thrown into it; and this can only be done either by bringing Sturgeon Lake to the same level with Scugog (abolishing the dam at Lindsay), and sending a portion of the waters which pass Bobcaygeon dam to Port Perry; or by bringing down a feeder from Cameron's Lake, and throwing it into the Scugog, above the dam at Lindsay.

"To effect this it is probable that it would be found advisable to lower Scugog Lake say one-third, and raise Sturgeon Lake two-thirds of the difference between them. But in order to make Scugog a feeder, it would be desirable, in view of the summit to be overcome between it and Simcoe and Ontario, to raise rather than lower its level, as every foot which could be put upon it would seriously diminish the cost of the summit cuttings.

"It is impossible without a careful survey to express any opinion as to the effect of raising Scugog Lake above its present level any definite number of feet. If it be raised at all, or even maintained upon its present level, it would be necessary—as there is no probability that Sturgeon Lake could in that case be brought to the same level with it—to resort to the more expensive plan of bringing down a feeder from Cameron's Lake. There would be the disadvantage that as Cameron's Lake is over fifteen feet higher than Scugog Lake, the whole benefit which could be derived from such an expensive feeder would not be obtained unless Scugog Lake could be raised ten feet or more—a proposition, I take it, which could not be entertained.

"In view of the formidable character of the cutting between Scugog and Ontario, and the great length of the summit one between Scugog and Simcoe, it would very much diminish the difficulty and cost of these, which are the keys to the undertaking, if a feeder at least as much higher than Scugog as the depth of the proposed navigation could be procured, by which these cuttings could be reduced in length and depth, and thorough drainage in both directions be secured. Moreover, it would be desirable that the scheme should be carried out without affecting the physical features of the country to the extent which would be done by serious alterations in the level of Sturgeon and Scugog Lakes.

"The plan which therefore appears to me the most feasible would be, to make Balsam Lake or Gull River the feeder, the waters of which could be had at an elevation of nearly 600 feet above Ontario, and to throw a sufficient quantity of these into the Talbot River, and conduct them by a feeder towards Cannington, in Brock, near which it would strike the line of the proposed navigation. With a feeder at a level say 15 feet above Scugog, the length of the cutting between Scugog and Simcoe would be still a long one, say nine miles, averaging 25 feet, with the exception of the half mile of summit, where the cutting would reach 70 feet. If Gull River can be tapped above the level of Balsam Lake, the height of the ridge or spur before described, between the east branch of the Beaver Creek and the head water of Talbot River, is such that it should carry a feeder on a higher level than Balsam Lake, and thus attain a greater command of the ridge between Simcoe and Scugog. Of course, every foot added to the height of feeder would add two to the lockage of the route, but, within certain limits, this would be preferable to long deep cuttings in the bottom of valleys which have high banks, or in swamps.

"With respect to the supply of water which could be afforded from Gull River, or Balsam Lake, I am of opinion that it could be materially increased by impounding the flood waters in the lakes which are the sources of this stream, nor do I doubt that a survey would show a further supply could be added by diverting the waters from the sources of such streams as the Muskoka, Madawaska, Pettewawa, or Burnt River, or some of these. I have generally found that the chains of lakes which occupy the 'height of land,' are divided often by low and narrow barriers, and that water may be turned from the higher into the lower without serious difficulty.

"If the feeder be maintained on a level above the Scugog Lake, the canal need not enter this lake at all, (except by locks for the purpose of branch navigation,) unless the lake were raised to the level of the canal by a dam at its outlet, which would not probably be entertained. Instead of this the Nonquon Valley might be dammed across at the junction of the north and south branches on the 13th line of Reach, and the canal be continued in the South Branch Valley as far as the 10th concession, when it could be taken out to the shore of Scugog Lake, and thence by the valley of Cedar Creek to the Pine Ridges.

"No steps were taken to ascertain the character of the summit cutting between Scugog and Simcoe, in the Nonquon and Beaver Creek Valleys and intervening ridge, but as I believe no rock has been discovered in Brock or Reach, it may be assumed to be earth excavation. As to the more lofty elevation, southward of Scugog, it would be difficult to surmise what might be found at the bottom of an excavation of 200 feet and over, in its deepest portion, and several miles in extent. As shown on the top, the ridge is a hard clay, overlaid in some places with sand. It may be that the core of the ridge is rock, which material is found near the Ontario level at Port Hope and Toronto, and again at Lindsay, on the Scugog river.

"In a cutting of such depth, and in a district devoid of stone, rock would be the most desirable material to encounter, as it would be a guarantee against slides, and give the minimum quantity to be removed; while, if of a useful quality, its value to the work would be considerable.

"If the Severn route were adopted between Lake Simcoe and Lake Huron, the Georgian Bay Canal route, via Scugog, would be between 5 and 10 miles shorter than the one via the Humber and Holland rivers; but if the Nottawasaga route be taken between Simcoe and Huron there would be about the same difference the other way.

"If the Severn route be found preferable, it would not be necessary to enter Lake Simcoe at all; and this may then prove the better course. It would be better for the canal if it had a continuous towing path (like the Welland) from Huron to Ontario, as both these lakes are well adapted for sailing craft. Since the feeder will leave the Talbot River Valley, it may be found practicable to continue upon it as the main line of canal, and descend from thence to Lake Couchiching or Severn bridge; or the canal may keep above the lake level from the shore near Beaverton to the same points, and thus avoid the cost of a harbour, dredging, towage, &c., which are involved by entering the lake.

"LOCKAGE.

"The total lockage on this route would be very heavy, amounting to 840 feet, or about 500 feet greater than that upon the Welland Canal. The lock-

age upon the Holland and Humber rivers route, with Lake Simcoe as the feeder, would be 230 feet less than this, as that lake is 100 feet lower than Scugog, and 115 feet lower than the proposed summit or feeder level of a canal through the County of Ontario; but the obstacles are so great to any route with a feeder so low as Lake Simcoe that I am of opinion the extra lockage would be preferred to attempting the long deep cutting between the Holland and Humber rivers. I have shewn a section of ridge compared with the one south of Scugog Lake, by which the difference in the two undertakings will be perceived at a glance.

The clearing of the forest, the making of roads, the erection of mills, school houses and churches, the building of good homesteads, and construction of railways, marked the progress of the county from thenceforward, and will be more particularly detailed in the following sketches of the growth of the several municipalities:—

TOWNSHIP OF WHITBY.

The township of Whitby formerly embraced the township of East Whitby, Oshawa, and the town of Whitby, as well as the township of Whitby proper, of the present day. Part was surveyed in 1791, and the remainder was surveyed and laid out in 1795. The earliest record of township matters we are enabled to find is in an old township book giving the marks of cattle, sheep and hogs "belonging to the inhabitants of Pickering and Whitby." This commences on the 4th June, 1801. We extract the following as the first recorded minutes, retaining the original orthography:—

"A Record of a meeting for choosing the town Officers and other Regulators for the towns of Pickering and Whitby held at the house of Samuel Munger in Pickering—March 11th Day, 1803.

"Ebenezer Ransom, Town Clerk.

John Majors, Assessors.

Eleazir Lockwood, Assessors.

Anthony Rummerfield, Town Wardens.

Adam Stephens, David Stephens, Collector.

Samuel Munger, Matthew Dewilger, Pathmasters.

John McGahen, Wm Peck, David Crawford, David Loyd, Fenseviewers.

Abraham Townsend, Silas Marvin, Pound Keeper.

"A Vote cal'd and passed that no Hogg shall be free comener Except they will wey more than Forty w't.

"Voted that no Fence be Lawful except it Mea sure 4½ Feet high and 2 feet at the bottom the Rails not to be more than 4 inches a part Meeting closed until warned again.

"Recev'd of Mr. E. Lockwood, Collector of the townships of Pickering and Whitby for the year 1802, Five pounds 19s Halifax Currency being in full Accruing to the Assessment Roal for that year Returned.

"£5. 19sh.

"York 18th April 1803."

"WM. ALLAN, H. D. Treasurer

Whitby would appear to have been united with Pickering, in the Home District, at this date.

Woodruff, Carr, Brisbin, Smith, Wilson, Lynde, besides those already enumerated, are names of old settlers that occur previous to 1812.

Jabez Lynde settled on the creek still known by his name in 1804. Splendid salmon were caught in barrels with a pitchfork from a log across the creek, in these early days, and deer, chased by wolves, ran to the little shanty dwelling along the creek for safety. Mr. Lynde was employed by the Government to forward despatches between Toronto and Kingston. When his house—the present residence of Miss Lynde—at the creek was built, it was considered the best dwelling between Kingston and Toronto. The troops stopped there on their journeys; indeed, it appears to have been kept as a hotel. Mr. Lynde also made purchases for the Government commissariat. Dan Smith and a man named Quick lived on the Lake Shore in 1803. A Miss Cross kept the first school-house in a little log hut, opposite Nightingale's, now Mr. Wm. Blair's farm, in 1811. Mr. Samuel Cochrane settled on the old homestead in 1812; he was out in the war, was at Detroit and Queenston, and is still in the enjoyment of his pension, at 85. He came from Vermont; his ancestors being from the north of Ireland. Mr. Cochrane belonged to the York Militia; he volunteers' once and was drafted twice. John Hyland, still residing at Oshawa, an Irishman, from the county Leitrim, came into the township in 1817. John B. Warren, of Oshawa, and Wm. Warren, of Whitby, Irishmen from the county Cork, settled in 1821. "Squire" Armstrong was contemporary with them, and a "Dr." Still. The late Lawrence Hayden and O'Callaghan Holmes came at the same time. At that time there were no settlers farther back than the 3rd con. The only post-office was at Hamer's, then called Crawford's Corners. The nearest doctor lived at Toronto. The Warrens commenced storekeeping in 1823, at Hamer's Corners, and kept the first post-office. Theirs was the only store between Port Hope and Toronto at the time. A person named Storey had previously kept a small store near the present site of Mr. Lowes' house, and a Mr. Smith a little place at Duffin's Creek, but both were closed. The Warrens were called "The Irishmen" by way of distinguishing them. In contradistinction, the two McGregors were called "The Scotchmen" and the two Huggins' "The Englishmen." Land in plenty could have been bought along the main road for \$3 and \$4 an acre. There were Huntingtons and Demorays living along the main road. Mr. Hayden kept store for ten or a dozen years at the town line before moving to Toronto. John B. Warren built the mills in Oshawa in 1837. Wm. Warren removed to Bowmanville in '28, returning to Whitby in 1843, becoming Collector of Customs, and holding the appointment up to two years ago.

The DeHarts and Mackies were early settlers, and their names, with those of Hodge, Colley, Stevens, Pickell, Hall, McGregor, McGill, Hull, Henry, Dullea, Annes, Corneille, Ross, Bartlett, Skae, Wood, Nicols, Hyland, Taylor, Crawford, Griffin, Farquharson, occur.

James Hall settled on the Lake Shore in 1820. Ezra Annes was earlier, having been a clerk to Losie, who kept a small store, and who becoming embarrassed, the estate was purchased by Mr. Annes. Mr. Annes was long an old and respected citizen and an efficient magistrate of Whitby. Henry W. Annes still represents the name. Mr. John M. Lowes, of the well-known firm of Lowes & Powell, of the Dominion Warehouses, Whitby, married a daughter of Mr. Annes, and his residence is on part of the old property.

George McGill, a native of Wigton, came from Paisley, Scotland, to Canada in 1822, and settled in the 3rd concession, penetrating into the woods to dig out a home for himself. He is the father of Dr. William McGill, ex-M.P., of Oshawa, and of Col. John McGill. The old gentleman, although feeble in body, still enjoys comparatively good health at the advanced age of 96. Joseph Goreham built a fulling and carding mill south of where Oshawa stands in 1822. Prior to that, A. M. Farwell had built a mill and distillery on the Little Creek. John Gibbs settled in what is now South Oshawa in 1829, and, in conjunction with his brother Thomas, bought the mills known as the South Oshawa Mills. The latter was the father of Hon. T. N. and W. H. Gibbs, the members for North and South Ontario respectively, who still own the same mills. The Gibbs family came from Devonshire, England. Mr. Thomas Gibbs settled in Terrebonne, in the Province of Quebec, in 1819 (where the future Cabinet Minister was born, 1821), and thence removed to Oshawa. Dr. Lowes became a resident of Whitby in 1828, having

bought the farm opposite Mr. Hall's from J. B. Warren. Dr. Hunter was contemporaneous with him. Both gentlemen were subsequently prominent at opposite sides in the rebellion of '37. Dr. Lowes commanded a volunteer company, and was hot after the "rebels."

Mr. William Dow settled on the Glendhu farm (still owned by his grandson, Wm. H. Dow), 3rd concession, in 1833. He came from Banffshire, Scotland, landing at Quebec with his family in August, 1832. From Quebec they went to the Eastern Townships, remaining at Stanstead until the February following. Thence, with three teams of six horses, they came up through the State of New York, crossing the ice at Ogdensburg, and arriving at Whitby, 8th March, 1833. William Dow, who was one of the foremost agriculturists in his day, commenced early operations that spring, put in a large crop and followed a 40-acre field. At the time of his purchase from Gervais Corneille there were also twenty acres of fall wheat in the ground. Mr. Dow led the way in agricultural improvements, and with the well-known Mr. Francis Leys, of Pickering, imported the first bull, while representatives of the Whitby and Pickering Agricultural Societies. Another grandson, Mr. David Dow, at present owns 225 acres in the 5th concession, which was acquired by his father, also named William. William Dow the elder had five sons and five daughters. The only surviving son is Mr. Thomas Dow, the manager of the Ontario Bank at Whitby. The latter gentleman early entered mercantile life. He gave up business on being appointed Agent for the Bank of Montreal, the first bank agency established at Whitby, in 1853. The connection lasted for ten years. He afterwards became Manager of the Ontario, so that Mr. Dow has represented bank interests here for a quarter of a century.

Dr. Foote, who married a daughter of William Dow, came to the township, from Vermont, about the same time. A box of books and one dollar in money, which was paid the stage-driver (Mr. Hines, the hotel-keeper), were all his possessions. He obtained his first night's lodging at Mr. Hall's, and soon succeeded to a large practice. Mr. William Gordon, of Bayside, and Captain Campbell settled on the lake shore shortly afterwards—the former has left numerous descendants, and was father of the late Adam Gordon, M.P. for North Ontario, and also of Mr. J. K. Gordon, barrister, of Whitby.

Mr. George McGillivray came from St. Fergus, Scotland, and settled in Whitby in 1833, where he was joined by his father and members of his family the year following. He now lives at his residence, Inverlyn, Whitby, enjoying the fruits of years of industry. He married a daughter of Mr. Charles Fothergill, editor of the *Weekly Register*. Mr. Fothergill sat in Parliament in 1832 for Northumberland, and afterwards settled in Pickering. He originated the law which established Agricultural Societies. He was deprived of the office of King's Printer for giving expression to his independent opinions. He published the *York Calendar* and *Royal Almanac* for several years, and was an eminent naturalist. Mr. John Fothergill, of Whitby, and Lieut. Augustus Fothergill, of the 34th Battalion, represent the family name. Mr. and Mrs. McGillivray have a numerous family. The Tweedies, Farquharsons, Howards, Campbells of Brooklin, Nichols, Drydens, Betts, Hopkins, Delong, Harrison, the present Township Clerk, Fishers, Lamont, Burns, Michael, Spencers, of Dorset farm, Ogstons, Blairs, Martins, Jeffreys, Thomsons, Andersons, were all early settlers before the agitation for setting off the county.

The Kirk built at Starr's Hill accommodated all the residents of the township and of Whitby and Oshawa in those days, while a frame building known as the Baptist Church was the place in which all township meetings and public gatherings were held. In the dark and tangled woods many settlers lost their way, while hunting their cattle, following the tinkle of the ox-bell, or trying to look up some new neighbour, and wolves and other wild animals sometimes gave considerable trouble. Later on, the settlement of the lands was so simultaneous all around that nothing had to be apprehended from this latter cause. Raisings and logging bees were common. Whiskey was invariably consumed upon such occasions, and being sold at a low price, from 20 to 25 cents a gallon, was often indulged in to a deplorable extent.

The old township of Whitby was divided into two separate townships in 1857—the eastern portion being erected into a separate municipality, and called East Whitby, while the western portion as the senior township retained the old appellation. The area of the present township is 31,660 acres; the population, according to the last returns, 3,220. According to the assessment roll for 1877, the value of real and personal property was \$1,768,155; number of ratepayers, 827.

Mr. J. B. Bickell, the present Reeve, has represented the municipality in the County Council almost uninterruptedly during a residence of nearly twenty years. He owns the old Way Mills and several farms, is a gentleman of great usefulness in the locality, and a genuine "John Bull" from Devonshire.

The principal villages are Brooklin, Ashburn, and Myrtle.

EAST WHITBY.

The township of East Whitby embraces an area of 34,700 acres; population, 3,411. According to last returns the assessed value was \$1,762,833; number of ratepayers, 801. The early settlers were, on the Reach road, or Simcoe Street, Dearborn, Ratcliff, Widdifield, Kerr, Masson, Jameyson; and farther back, in the vicinity of Columbus, or English's Corners, as it was formerly called, the Wilcocks, Harp, Ashton, Adams, Webster, Crarey; still further on north, the Smiths, Hodgson, Fisher and Harnden. The latter erected the first grist mill on the stream near the ridges. It was a curiosity in its way—the bed-stone being an upright concave, and the moving stone in form of a grindstone, working in its cavity. The same stream was utilized in several places to operate saw mills, there being quite a sprinkling of white pine on the ridges. On the extreme east of the township Government cut out one of the road allowances, two rods wide, as far back as the rear of the 6th concession, in 1831, and nearly all that section of the township was settled in that and the following years. Wright, Gould, Pickle, Beggs, Gifford, Luké, Pascoe, Ormiston, Hutchinson, Graham, Stephens, Miller, Gregg, Ratcliff, Campbell, Maltman and McKenzie, were all first settlers in the bush in this neighbourhood. Of all the last named, Mr. John Ratcliff, J.P., ex-Warden of the county, and for many years Reeve of the township, is, we believe, the only survivor. Most of those named were successful, and the lands redeemed by them from the forest continue in the hands of not a few of their descendants. John Harper was the first to erect a saw mill on the east branch of the Oshawa Creek. Luke and Pascoe, Ray, Campbell and others, afterwards used the same stream, Ray being the first to erect a grist mill, on the spot now occupied by J. Goodman. This and the grist mill built some time later by Mr. W. H. Gibbs, M.P., half a mile east of Columbus, on the other branch of Oshawa Creek—and where the first local market for wheat was established—were a great boon to the settlement which quickly grew up on the generally first-class land occupied by the settlers. Few of them could afford the luxury of a horse in the first years of their occupation. Mr. Wright was an exception, and to him many of the early settlers were obliged to have recourse for the use of his mare to carry a grist to the mill on a pinch. Indeed, the mare was always at the service of a neighbour whenever required upon an emergency. An ox cart belonging to the same gentleman was for some time the only one in the settlement. It was never refused to a neighbour. If it was not at home when asked for, Mr. Wright would say, "I have an ox cart somewhere; if you can find it, take it, but for long spells I only see it when passing on the road behind somebody's oxen." The old gentleman is still living in the vicinity of Harrison.

The soil of both Whitby and East Whitby is generally a loamy clay,

very fruitful, the water good, and the climate healthy, making it altogether one of the most desirable agricultural locations in the Dominion. The principal villages are Columbus, Raglan, Harmony and Cedar Dale.

PICKERING.

Part of the early record of the old township of Whitby also belongs to Pickering. Like Whitby, it is a fine, fruitful, well-tilled, well-farmed and well-settled township; the character of the soil a loamy clay, and the face of the country well watered. It embraces an area of 74,660 acres. Population 7,375, according to last returns. The value of real and personal property, \$3,688,928; number of ratepayers, 1,657. The principal villages are Brougham, Greenwood, Duffin's Creek, Whitevale, Claremont, Balsam, Green River, Kinsale, Dunbarton.

The name of "Peak" of Duffin's Creek occurs in records previous to 1800. We have already given those chosen for officers for Pickering and Whitby in 1803. In the record for 1811, for Pickering alone, we find the following:—

"Agreeable to an Act of the Legislature of this Province, made and passed in the thirty-third year of His Majesty's Reign, for the purpose of choosing and nominating certain fit and proper persons to serve as Parish and Town officers, We, the Inhabitants of this Town, met the first Monday of March for the purpose of choosing the following officers:

Thomas Hubbard, Town Clerk.	
David Crawford, Assessors.	
John Haight, Assessors.	
Abraham Townsend, Collector.	
Noadiah Woodruff, Pathmasters.	
Thomas Mathews, Pathmasters.	
John Lawrence, Pathmasters.	
Abraham Townsend, Pathmasters.	
Joseph Wixson, Pound Keepers.	
Timothy Rogers, Pound Keepers.	
John Richard, Town Wardens.	
James Powell, Town Wardens.	

"By-Law.—Voted that fences be four feet and a-half high and Not more than five inches between Rails."

In the next year, under date March 2, 1812, the name of Nicholas Brown is to be found as one of the "Sessors." James Lamour occurs as pathmaster. And there is the following very brief and explicit memorandum at foot: "Our to-w-n officers were Put in By the Quarter Sessors for the year A.D. 1813 By Reason of the war that was Declared against us By the States in the year 1812."

"By the Same Reason our town metin war omted in the year A.D. 1814 and our Town officers war Put in the same manner."

Timothy Rogers, who built a mill at Duffin's Creek, was one of the earliest settlers. Nicholas Brown came in from Vermont in 1810, and after him came the Quaker settlement of the same family. The Haight's, whose representatives still reside on the old place, were very early settlers.

In 1815 the names of McCauslin, Stott, Clark and Smith occur amongst the town officers.

In 1816 Vaneleek, Post, Flowerfield, Powell, Crawford, Ray, are new names occurring amongst the officers. And there is a by-law as follows:—"Hogs is not to Run as free commoners nor Horses." If the grammar be bad, there is a brevity in it that might well commend itself to the law-makers of the present day.

1817. The names of James Sharrard, Peter Mathews, Joseph Brown, and Samuel Doolittle appear in the list of township officers.

1818. The names of Spenser, Udell, and Andrew Losson occur. By-law: "Hogs is not allowed to run on the commons without a yoke that is six inches above the Neck and four Below."

1820. Zephaniah Jones, James Wood, Daniel Yeak, appear. Voted—"That our fences is to be Nabourly and Law full."

1821. The names of Joseph Winters, George Caster, Asher Wilson, Joseph Webster, are found on the list of officers. More by-laws restraining horses, cattle and hogs, and as to fences. And that the next meeting is to be held at John Major's in 1822.

1822. James Brown, Samuel Eves, Solomon Sly, George Anderson, John Albright and Cornelius Churchill appear. By-laws as to fences and cattle, &c.

1823. John Sharrard becomes "Town Clerk" and Thomas Hubbard, Collector. Joshua Richardson, John Blair, David Wood, Pathmasters. The family of the Richardsons are from the Queen's County, Ireland, and have numerous descendants from the old stock, all well to do, in Whitby and Pickering.

1824. Silas Orvis, Renben Steel, John Henry, Daniel Betts, William Smith, and Wm. Losie appear in the list.

And the following by-law:—"Firstly voted that the Fences shall be five feet high and Not More than four inches between Rails two feet from the ground."

"2nd that hogs are to Run at large till they Do damage and then the owner of the hogs is to pay the same and yoke them with a Croch yoke six inches above the Neck and four inches below the neck and Let them Run."

"3rd that any unruly Creature of any Description either horse or ox or Cow or Bull Mully or young Creature of any sort or size shall Not be a free Commoner but shall be liable to be taken up and put in the pound By any person Either Man woman or Boy and the owner shall pay all Damages, poundages and Costs whether said Creature was found Doing Damage or Not."

In 1825 William Sleigh appears as Township Clerk. Elijah Foster and George Clark are new names amongst the township officers. And in subsequent years up to 1835 we find year after year the additions of Francis Leys, Joseph Morel, John Cair, Amos Griswold, Geo. Barclay, George Caster, Herbert Gager, Wm. Carling, Wm. Peek, Alex. Dunlop, Benjamin Cool, Ezekiel McWain, Eli Leavens, John Davis, Lawrence Smith, Geo. Berry, Abraham Stoner, James Monger, Thos. Thompson, Parnell Webb, John Laur, Wm. Crothers, Wm. Hatrick, Nicholas Austin, John Palmer, Joel Hughes, Timothy Gates, Benjamin Locke, Robert Richardson, James Richardson, Wm. Wright, John Tool, Job Burton, David Richmond, Michael B. Judge, James McKay, Abm. Knowies, Landon Wurts, Ashael Scott, B. Blanchard, Christian Stoffer, Josh. Chapman, John Terry, Israel G. bs, Benjamin Holmes, Chas. Ward, John Lanan, John Van Horn, Piatt Betts, Alex. Horsburgh, Richard Lankern, Danl. O'Brien, Thos. Reason, Isaac Campbell, Chas. Hadley, Joseph Thornton, Martin Niswander, Allan Granger, Samuel Plumb, James Rowe, Peter Rushnell, David Crider, Robert Knox, Roland Brown, Ambrose Boon, Richard Dale, Urlick Binkholder, John Jackson, Joseph Gormley, Wm. Wilkey, Ebenezer Birrell, Wm. Bice, Wm. Tracey, A. K. Stevens, Wm. Dunbar, Thos. Annan, Jacob Waltenberger, and others appearing amongst the Wixsons, Woodruffs, Rogerses, Sharrards, Browns, Haight's, Mathews, Posts, and Churchills of an earlier date. When Mr. Birrell settled in 1834 there were few settlers back of the 6th concession, and even that line was but partially opened. The leading roads were, the front or Kingston road, and the Brock road (heretofore mentioned), running through the centre of the township northwards to Brock. The leading men on the front road then were "Squire" Galbraith, a P.L.S., and "Squire" Leys, who kept the only post-office for years.

Caleb and Henry Powell came in in 1810 and settled on No. 6 Broken Front; their descendants still live on the old place; and their sister, Mrs. Vail, at the age of 86, now resides at the Base Line. Mr. J. B. Powell, of the firm of Lowes & Powell, is also a son of Caleb.

Mr. Leys died in 1853, deservedly regretted and esteemed. There was also a Mr. Smith, a J.P., near Duffin's Creek. And with the late Mr. Donald McKay, and occasionally "Squire" Fothergill, from Toronto, and Dr. Boyes, from Whitby, these gentlemen formed the Commissioners of the Court of Request. The Court sat in Squire Leys' school-house. The house belonging to the Posts was the only brick house then in Pickering, and was kept as an inn. Mr. Ballard, at the Rouge Hill, also kept a house of public entertainment at that place, and there was a little way-side public-house occasionally kept at about Dunbarton. Mr. Leys was then the only storekeeper in Pickering. His house was a great place of resort. Along the Brock road, Elder Barclay, James Sharrard, and Joshua Wixson lived on the 9th con., where he and others had old cleared farms. This latter was the only person in Pickering who had a grist mill; it was built about a mile east of where Claremont now stands. About this time Mr. Fothergill commenced building a mill on Duffin's Creek, near the present line of the Grand Trunk Railway, but it did not continue long in operation. James Demorest built a saw mill on lot 12, in the 6th concession, which was of immense benefit to that portion of the township. A Mr. Sicely had also a saw mill and grist mill on lot 15, on the 5th, which, much about that time, he sold to Mr. Howell, who erected a distillery and built a store, and with his sons carried on a considerable business. Mr. Henry Howell, the only surviving son, still resides in the town of Whitby. Mr. Crawford had afterwards a saw mill on the 4th concession, and John Palmer one on the west branch of the creek, about lot 21, in the 2nd con. The closest settlement eastward was rear of the 5th con., where were located Messrs. Mackie, John Clerke, and Isaac Campbell (a brother of the Campbells of the township of Whitby). Beyond this there was no open road. Captain Macaulay, having considerable wild lands in that quarter, gave 50 acres to have the side line between 10 and 11, in the 4th and 5th concessions, and 6 and 7, in the 6th and 7th and south half of the 8th concession, opened. Notwithstanding the want of roads, the lands in this quarter of the township were mostly settled upon, or bought up and settled within a very few years. Most of the recent settlers were immigrants—a fair mixture of English, Irish and Scotch. About this time Samuel and Joseph Jones, with their large families, settled on the 7th concession, and have left their descendants comfortable homes. Messrs. Waddell, Hickingbottom, Gordon and James I. Davidson settled at this date. John Miller settled in Pickering in 1835. He came out in 1832 from Scotland, bringing sheep and pigs to his uncle George, in Markham. In '39 his father Wm. Miller and family followed, locating on the old homestead, lot 25, 7th con. The Millers afterwards commenced the importation of thoroughbred stock, for which they have become so famous, and for which so many stock-breeders of Pickering have since made the township famous. It then took three days to go to Toronto and return from Mr. Miller's.

A by-law of the township provided, in 1835, that "Any dog found two miles from his master should be shot." The meeting this year was held in Andrew Thompson's tavern, where the meetings also continued to be held during many subsequent years.

In 1836 John Clerke appears as Township Clerk. The Commissioners appointed were John A. Haight, Isaac Campbell and Jos. Wilson. The names of Linton, Logan, Bentley, Agnew, O'Connor, Heaney, Carpenter, Michell, Sullivan, Gibson, Burns, Brannan, Stickney, McKittrick, Gilchrist, appear on the list. The Commissioners met several times during the year, and gave judgment in a good many cases, fining parties for road obstructions and non-performance of statute labour.

In 1837 it was resolved that the township on every concession be divided into four divisions, and that every division appoint its own overseers. This does not appear to have worked well, for at the next meeting of the Commissioners it is "resolved that it have no effect."

Mr. Birrell is elected one of the Commissioners in '39; James Sharrard, Town Clerk.

The name of Peter Matthews, which has hitherto appeared year after year very prominently in the list of officers, disappears this year. He was hanged with Lount for taking part in the rebellion.

The names of Greig, Burkholder, Collins, O'Leary, Valentine, Anson, appear in '39. Joseph Wilson was appointed Clerk in 1840, and in '41 the township had a librarian, Mr. Thompson, the tavern-keeper, to take charge of the books (viz., Journals of the House of Assembly) presented by the sitting member, Mr. Small, to the township. The first district councillors were elected in 1842. They were Alexander Campbell and W. H. Michell. In 1846 Mr. Hector Beaton, the present Township Clerk, who with his brother settled on one hundred acres in Pickering in 1836, and who has been an upright and faithful township officer for upwards of thirty years, was first appointed to office this year as assessor and collector. In 1849 Mr. Beaton was appointed to the three offices of clerk, assessor and collector, which he held for many years. Thenceforward the record is in his well-known hand as clerk. Mr. Truman White, the present Reeve, came into Pickering from Markham in 1845, having been born in the latter township, on the 10th con., 20 years before. He built the saw mill and grist mill at Whitevale, previously known as Majorville, and afterwards the fine woollen mills recently burnt down, and again in course of erection. He has long represented the township in the County Council, and has been one of the most prominent men of Pickering since his early manhood. James McCreight, of Cherrywood, a county Dublin Irishman, settled in the township in 1834, and has since occupied several important positions, including that of Reeve of the municipality. "Cherrywood" is called after "the old place at home," "Squire" Green, after whom the village of that name has been called, settled there some thirty odd years ago, and is still hale and hearty. Mr. S. J. Green, his son, is first deputy-reeve of the township, and has long been a prominent member of the municipality. Mr. Hoover, the second deputy-reeve, is a Canadian miller like Messrs. White and Green, and an old settler. Mr. Sylvester Mackie, the third deputy-reeve, is an old settler, as is likewise Mr. Joseph Monkhouse, the only simple councillor in this important township which sends four representatives to the County Council. Dr. Tucker settled in Pickering a quarter of a century ago, and is one of the most prominent gentlemen in the township.

UXBRIDGE.

The township of Uxbridge was surveyed in 1804 and 1805, by S. S. Wilmet. It contains 52,830 acres, the soil generally light and sandy. At the census of '71 had a population of 4,762. Present valuation, \$1,103,953. In the latter year several immigrants from Pennsylvania settled in the north-east part of the township. Amongst the first, and a leader amongst them, was Thomas Hilborne, who located on the farm now occupied and owned by Abraham Bagshaw. In the course of the ensuing three years some sixteen or eighteen families—all Quakers from Pennsylvania—located themselves. These were William Gould, Job Webb, Samuel Hains, Ezekiel James, Ezekiel Roberts, George Webb, Samuel Siddons, Charles Chapman, James Hughes, Jonathan Gould, Elijah Collins, Joseph Collins, Isaiah Chapman, Charles French, and a Doctor Beswick, an Englishman. The latter made the first move towards building the present village of Uxbridge. He bought lot 30, in the 6th con., and commenced building a saw and grist mill on the site of Mr. George Wheeler's present saw mill. He subsequently sold out to Mr. Joseph Collins, who completed these important adjuncts of settlement in 1809 and 1810. The settlement of the south-west corner of the township commenced about 1806 by settlers from the State of New York. The principal families were the Mordens, Kesters, Browns, Wideman, Forsyth, McWain, Townsend—a number of whose descendants are still to be found in the township. There was very little immigration to Canada from the mother country at this early period. Most of the immigrants came from the States up to the time of the

war of 1812, which had the effect of preventing settlers coming from that quarter. The settlement of Uxbridge was of slow growth until after the rebellion of 1837; after which, the concession of Responsible government and liberal institutions, followed in 1841 by Local self-government and Municipal institutions, induced a very rapid growth and prosperous settlement. The want of roads here as elsewhere was the great difficulty. Thousands upon thousands—indeed it might be said, without exaggeration, millions of dollars' worth of valuable timber was destroyed in order to get it out of the way of the plough. Losing faith in other attempts to secure railway connection, the township went warmly in for the project of the Toronto & Nipissing Railway, to which a bonus of \$50,000 was voted. Liberal subscriptions of stock were likewise made by property-holders, amongst others by Mr. Joseph Gould. The road was opened for traffic in September, 1871, after which Uxbridge progressed with remarkable rapidity.

Ezekiel James, father of Mrs. Joseph Gould, came in from Pennsylvania, and settled on lot 32, 5th con. He commenced to clear up a farm in 1807. He married a Miss Lundy, of Whitchurch. Mr. James was always celebrated for a passion for fine horses, which proved unfortunate for him in many instances. The worst event to which it led was the murder of his eldest son, Isaac, under the following circumstances:—He had a very beautiful pair of dapple grey mares, with black manes, legs and tails, of good action, and altogether a most desirable team. He had engaged a labourer, by name Lawrence John Christie, to help him with his harvest, and when the work was done, the man engaged Mr. James to convey himself and small family to the town of York, now Toronto. Christie's cupidity and desire to obtain the team prompted him to take the life of young James, whom his father had sent in charge of the horses. He succeeded in accomplishing his purpose while on the road to Newmarket, which at that time was almost a solid bush, almost immediately opposite to where Mr. Taylor's saw mill now stands. The murder was committed in a most cruel manner. It is supposed he shot him with a gun, but the wound not proving fatal at once, he appeared to have beaten him on the head with the stock of the gun, and then left him under the impression that he had accomplished his fell purpose. But from circumstances ascertained on the discovery of the body, which was not for five or six days after, it appeared that the poor fellow must have swooned, and afterwards become sensible again, but without sufficient strength to drag himself to any house, as his body was found some distance from where the murder appeared to have been committed, and he seemed as if he had struggled violently for some time, his hands being clenched and full of earth. The son of the murderer, who was afterwards examined as a witness, stated that his father induced young James to look under some logs under some pretext, and then shot him. For three days after young James had left, his parents, knowing it would take that time to go to York and back, had no fear of anything being wrong; but on the fourth day they were uneasy at his non-appearance. On the fifth day, his mother, becoming very anxious, started out with her son John, and took the road to Newmarket, searching the woods on her way, and went to Whitchurch to her brother, Mr. Lundy's. Her apprehensions were increased on the way from hearing, on making enquiries, that the horses had not been at their usual stopping place, and therefore that they must have been turned from the correct route. Mrs. James retired to rest, and was greatly alarmed by hearing a voice say most distinctly, three times over, "In the woods!" She immediately got up and informed her brother, who started off a messenger to Uxbridge to get a party of searchers from that place, while he organized one, to commence from the Whitchurch end. After about two hours' search, the Whitchurch party found the body as already described. Christie, as soon as he had committed the murder, went off with the horses, and avoiding York by going to the west of it, kept round Lake Ontario and reached the Falls; from thence he took the Ridge road through Rochester, and on to Troy.

The Government offered a reward of \$400, which news soon reached the latter city. The horses, from their description, were conspicuous, and the Sheriff seeing the proclamation, and Christie being found with what was believed to be the pair described, was at once arrested. The murderer confessed the foul crime. Christie had quietly settled down, thinking all danger had passed. He was conveyed to York, where he was executed.

UXBRIDGE VILLAGE.

As has been already stated in the remarks respecting the settlement of the township of Uxbridge, the first sod of the site of the village was broken by Dr. Beswick about 1806, when commencing to build his saw mill and grist mill, which afterwards came into the possession of Joseph Collins. The mills were operated by him until 1814, when he was accidentally killed in the saw mill. His eldest son, John, inherited the property, and still resides in Sharon, North York. The mills were then rented or let on shares, and occupied successively by Abraham Mericle, Stephen Hilborn, Robert Widdifield, Amos Hilborn, who remained in occupation up to 1831, by which time both mill buildings were nearly in ruins. John P. Plank came in from York State in 1825, and built a little frame tavern on lot 30, on the 7th con.; being the first house of public entertainment, it is asserted, built north of the Kingston road in the county. This building was nearly on the site of Mr. Thomas Bolster's present residence. The village at the time consisted of the old grist and saw mills, an old log house belonging to the Collins' property, and Plank's tavern. In 1826, John Lyons, a blacksmith, settled on the site of Mr. Hamilton's store, making an important further addition. In 1827 Mr. Plank bought out Robert Wilson's farm (which included the present fine mill site of Mr. Gould's saw mill and woollen factory), and built a saw mill. In 1830, Carleton Lynde, then a young man, and afterwards a well-known merchant and Town Councillor of Whitby, brought in a small stock of goods. Mr. Plank built a small store for the adventurous young merchant, and this is said to be the first store opened in North Ontario. Mr. Plank was unfortunate in his mill speculation, and sold out to Mr. Joseph Gould both the mill and the farm for \$1,200. Of Mr. Gould we have spoken elsewhere, in connection with the separation of the county from York and Peel, and the mainly stand taken by him upon that occasion. A man of shrewd business habits, and of much energy and enterprise, he soon rebuilt the mill, afterwards adding a woollen factory, and again in '44 a new saw mill. In '45 he built a large flouring mill, with houses for the operatives, and his vigour gave the village a fresh impetus on the onward march of progress. In '44 he bought the Hamilton property of 300 acres, which included nearly all the village plot. The growth of the village since, and consequent increase in the value of property, has of course made Mr. Gould, who was previously in good circumstances, a very wealthy man. He was born in 1808, and owns the farm on which his father, the Pennsylvania Quaker, then settled. Mr. Gould represented the township municipality in '36 and '37 under the Township Commissioners' Act; was District Councillor from '42 to '54; was the first Reeve of Uxbridge, the first Provisional Warden of Ontario, the first Member of Parliament for North Ontario, and finally the first Reeve of the village. Uxbridge village was incorporated in 1871.

Mr. Joseph Lacombe built a tannery about 1833, and a Mr. Taylor, who had married a daughter of Mr. Plank, a general store, on the site of Jesse Wells' hotel. Lynde had already given up. About '37 there were some changes—some of the "patriots" getting into trouble, amongst them Mr. Gould and Mr. Plank. When the political atmosphere cleared, several small houses went up. After that John Smith and Wm. Hamilton, who bought out Mr. Anderson's interest in the village property (and afterwards, as already mentioned, sold to Mr. Gould), commenced to build and make improvements. The first school-house was built in '40. The first place of public worship was the Quaker meeting-house, built as far back as 1809. About 25 years afterwards there was a second meeting-house built, in consequence of divisions having arisen in the Quaker community. After that came a kirk, built by the

Presbyterians. The Episcopal church was put up in 1854. The first post-office was in 1836—a new one was built 20 years afterwards by Mr. Gould.

In '44, Mr. John Bolster moved in and built a store on the site of his present one, and in the fall of the same year Mr. Plank moved into his new brick hotel which he had built.

About the year 1847, Dr. Nation came in from Markham and commenced to practise, and he built the house occupied by Mr. J. E. Gould. In 1845 Mr. Jesse Gould built a saw mill on Mr. Charles Gould's present property. In 1847 and 1848 Messrs. Joseph Thomas and Robert Johnson arrived from Richmond Hill, and built the store now occupied by Mr. Harman Crosby. Others followed, and for some years there was quite a considerable grain market. Building went on more or less rapidly, and town lots began to be sold from 1854.

In 1855, Mr. A. Weeks became an inhabitant of Uxbridge, and opened a small drug store. During this year Mr. Gould had the village west of the rink surveyed, and in 1859 had a plan lithographed, dividing the land into village lots, and the 1st of July of that year he offered the lots for sale and sold a large number. About the same date he sold the site of the mill property, at present owned by Mr. Geo. Wheeler, to Mr. E. Wheeler, of Stouffville, who in 1856 built a saw mill, and in 1857 a grist mill. In 1860, Mr. Wheeler also built the store and house at present occupied by Mr. Ira G. Crosby.

Passing over the intervening years—the settlement of Mr. George Wheeler and Mr. Button, and the palmy days of Mr. Metcalf and Mr. Finch as tavern-keepers—and coming to Uxbridge after the building of the railway, we find it with a population of about two thousand; plenty of well-built stores, churches, and schools; two newspapers, and in fact a large business centre, whose only drawback at present appears to be the building of a branch railway to connect it, by the Whitby, Port Perry and Lindsay line, with the county town of Whitby. Present population about 2,000; total value of real and personal property, \$357,619.

RAMA.

The township of Rama, the northernmost of the county, contains 42,520 acres. It was surveyed at different times—part in 1834 by Wm. Keating, embracing about one-third of the township on the west side, along the shore of Lake Couchiching. The second survey was by Mr. Wm. Unwin, in 1855, on the south-east boundary, where the Monck road now runs through; and the last by Mr. Dennis, a couple of years later. In 1835 quite a number of British officers, availing themselves of the appropriations made by the Imperial Government, took up lands along the lake. All the lots on Keating's survey, with the exception of a few clergy reserve lots, were located. Captain McPherson, father of Mr. James McPherson, ex-reeve of the township, settled in 1835. In 1836 Captains Garnett, Coppinger, Rouke and Pass settled. A few years later, Yarwood, Coppinger, Rouke, and Captain Fry got into difficulties with the Bank of Upper Canada, and the bank at that time being all-powerful, got the Indian Department to purchase the lands owned by the officers named—some 2,500 acres altogether. The officers cleared out, and the Ojibway Indians, then at Orillia, were located in Rama. A number of small houses were built for them by the Department, from that time known as the Indian village of Rama. Captain Pass died on his holding. His son was afterwards killed by the falling of a tree, and the family soon left the place. Captain McPherson removed to Orillia in 1845. Only Captain Garnett was then left, and Mr. James McPherson, who had married the latter's daughter.

Mr. Garnett died about 1861, so that Mr. McPherson is the only one of the old stock now left in this section. White people did not care much about settling close to the Indians, and much of the lands being in the hands of speculators, are causes which have very much retarded the settlement of the old survey. The Indian population of the village of Rama number some 203 souls; their reserve is the best land in the township, the settlement of which is retarded by that fact and their presence. Present assessed value of real and personal property, \$204,076. Population about 1,300; number of rate-payers, 225.

SCUGOG.

The township is an island containing 11,016 acres; assessed value, \$256,553; population about 350; number of ratepayers, 123. It was surveyed by Mr. Wilmot in 1816 and '17, when it formed portion of both the townships of Reach and Cartwright. Shortly afterwards one Purdy erected a mill-dam across the Scugog river, causing the latter to overflow its banks, and converting what is now known as the township of Scugog into an island. The soil is good, and well suited for agricultural purposes. From a very remote date the Mississauga Indians had a village or lodges here. There is still a remnant of about fifty left, holding a reserve of about 800 acres of the best land in the heart of the island. Amongst the first white settlers were the names of Graxton, Moore, Conklin, Scovell, Cole, Burr, Gamble, English, Sergeant. At present there are 112 white families residing on the island, Charles Nesbit, an Irishman from the county Monaghan, being the oldest living. He has resided there since 1842. The Readers, Rodmans, Sweetmans, Foyes, Thompsons, Fosters, Savages, Taylors, Jacksons, Platens, Watsons, Collins, Batemans, Adams, all settled in the order of their names. Mr. James Graham, the Reeve, another worthy Irishman, and formerly Reeve of Reach, removed to the island a few years ago. He holds a large property, and is an extensive stock breeder. In June, 1855, the island was set apart from Reach as a separate municipality. Mr. John Foy was then appointed Clerk and Treasurer, and still retains office. Scugog has three public schools and four churches, the latter denominated Episcopal Methodist, Canada Methodist, Christian and Bible Christian. The settlement of the island was long retarded for want of a roadway or bridge to the mainland. In 1856 a bridge was built, by subscription and aid from the County Council, across to Port Perry. The structure has been a constant bill of expense to the county in consequence of the damage done by the ice-shove in the spring. At this writing a more solid and permanent structure is in course of construction. The soil is a mix of clay and sandy loam, and well adapted for fruit growing. Although, in 1851, there were not three miles of road out fit for travel, there are now good roads throughout the length of the island, which, taken altogether, is under a good state of cultivation, and making substantial progress in keeping with other parts of the County of Ontario.

THORAH.

The township of Thorah contains 44,320 acres. It was surveyed, part in 1820 by J. E. White, and part in 1827 by D. Gibson. White, the surveyor, settled on the Lake Shore, north of Beaverton, in 1822. In the same year Ensign Turner, a retired half-pay officer, settled in the south-west corner, near Georgina, where the surviving members of his family still continue to reside. James White and Elizabeth Turner, son and daughter of the gentleman named, were the first white children born in the infant settlement. In 1824, under the leadership of Donald Cameron, commonly called "Squire" Cameron, a few emigrants arrived from Glengarry—amongst them the ancestors of the families of the Campbells, McRaes, McDonalds, and Camerons, which so largely preponderate in the township at the present day—and who have all made successful and prosperous settlers. Between 1824 and 1828, several British half-pay officers and pensioners—veterans who fought under Moore and Wellington—amongst them the names of Ross, Neil, Murray, O'Donnell, &c.—took up grants of land for service. Lieut. Cameron settled on a splendid 500-acre block on the Lake Shore, which he largely improved and resided on during his lifetime, now owned by Messrs. Grant and Hodgkinson. A Lieut. Osborne settled near Mr. Turner's, and Captain Gibbs on

the 1st con., near Squire Cameron's. Donald Calder and his family, with the McMillans and McFadgens and other natives of the Isle of Islay, Scotland, afterwards arrived from North Carolina, U. S., where they had been sojourning, and became a welcome as well as valuable addition to the township. Calder erected a grist and saw mill. And primitive as they were in appearance and simple in construction, they were a great boon to the settlers around, many of whom had in the earlier days to carry their bushel of flour on their backs from the Holland Landing, a distance of 40 miles. The first bridge was at this time thrown across the Beaver river, near where the present structure stands. It was built by the voluntary efforts of the sparse settlers themselves. Through the exertions of Squire Cameron, a road was blazed from Beaverton to Oshawa. Neither of the villages had then much of an existence, and were not known by their present names. The roads through the township were blazed lines, with the underbrush out and fallen logs chopped, so as to allow of the passage of an ox-sled. The year 1830 brought a large influx of emigrants from Ross, Sutherland and Argyle, Scotland. Amongst them were John Bruce, John Gunn, Jas. Gordon, Neil Murray, Alex. Fraser, Duncan McLellan, and several others, all of whom (with the exception of the two first named) having served their day and generation, have gone to rest. George Proctor came in in 1833, and settled in the village; he was eminently successful as a merchant and miller; his was the second store opened in the place. The first was by Kenneth Cameron, in 1830, when the place was called Milton. Charles Robinson, to whom reference is made elsewhere, for many years Reeve of the township, also Warden of the county, a magistrate and a worthy citizen, still alive and hale and hearty to play his part, settled in Thorah in 1833. In the same year the Ellises, and John McKay, for many years Township Clerk, came in. Up to 1835 there was no post-office nearer than Georgina, a distance of 18 miles. The late Col. Cameron, of the 79th Highlanders, settled on a lovely spot along the lake shore, about a mile and a half north of Beaverton, in this year. His influence with the Government got a post-office at the place, then designated Beaverton. The first postmaster was Mr. Ellis, who afterwards erected a carding, spinning and dyeing establishment, still continued by his son. The taxes in 1834, payable to the Home District, only amounted to £34 15s. The progress of the township was slow from this until the establishment of the Home District Council. Hard toil, small returns, distant markets, bad roads and low prices, had all to be encountered. On the establishment of the old Home District Council, Col. Cameron was the first representative. Aided by Mr. Peter Perry, from the front, he succeeded in obtaining several grants of money for the improvement of roads. This timely assistance gave an impetus to much-needed improvements in the way of road making. The County Council afterwards helped, and the township made liberal grants from year to year in the same direction until Thorah is now supplied with roads and bridges second to none in the county. The granting of a bonus of \$50,000 to secure the extension of the Midland Railway from Lindsay to Beaverton has been already mentioned. From that time forward the progress of the township and village of Beaverton has been most marked. Farm lands have doubled in value, and portions of the township previously considered worthless, have been since taken up, and in large part settled and improved.

George Proctor, sr., represented the township in '48, '49 and '50.

In 1852 Mr. Robinson succeeded Col. Cameron, and took an active part, as heretofore related, in establishing the county and making Whitby the county town. Thorah has since its first settlement been strongly Presbyterian. The first Presbyterian church, a stone edifice, was built in 1843; it is built on a 100-acre grant from the Crown. Rev. David Watson has been the minister for close on quarter of a century. There is a neat frame R. C. church built on a west half lot 11, 4th con., also a grant of 100 acres from the Crown. The Canada Presbyterian congregation have recently erected a handsome and expensive brick church, quite an ornament to the place, costing \$11,000. The Episcopalians and Methodists have neat brick churches in the village. Beaverton is very pleasantly situated on both banks of the Beaver river, which finds its way through beautiful groves of second growth of cedar at this point to Lake Simcoe. Several handsome private residences have recently been built. There are also two good hotels. A large brick mill, with four run of stones, now replaces the old log mill of 1829, built by Mr. Proctor. Mr. Donald Bruce has recently built a large grain warehouse, close by the Midland Railway Station, and Beaverton has become a point of keen competition amongst wheat buyers. There are also steam saw-mills, the latter put up by Mr. D. Ross; stove factory, planing factory, carriage factory, tannery, tile and pottery works, and other manufactures; drill shed, town hall, Orange hall, and a large public hall recently put up by Mr. Alexander Hamilton. Population over 2,000; number of ratepayers, 673; assessed value, \$667,103.

The township is divided into five school sections. The central school at Beaverton employs a first and second-class teacher, and has a very large attendance, and the educational interests of the township receive careful attention.

SCOTT.

The township of Scott was surveyed in 1807 by Mr. S. S. Wilmot. Contents, 49,168 acres; population, 2,400; present assessed value, \$1,245,839. Evans Jones, a Welshman, was about the first settler, in 1830. Next year Abraham Bagshaw came in. From 1832 to 1834 the principal settlers were Andrew Turner, Hugh Mustard, Peter Leask, Wm. Stewart, Thomas Hood, James Galloway, George Smith (who afterwards kept a tavern in Whitby), David Uquhart, Thomas Thompson, Wm. Sinclair, George Smith, for many years reeve, and in '75 warden of the county, Robt. Rowland, deputy reeve, William Nelson, and others came in after the rebellion. A considerable portion of the land is very good soil—part inclined to be light, and interspersed with swamp. Some of the best white wheat in the Province is grown in Scott. The township is getting well cleared up, and roads and bridges much improved. Valuations extol Scott as being the best cultivated, and having the best fences of any township in the county.

BROCK.

Called after the famous Canadian General, and hero of Queenston Heights. The township was laid out and surveyed in 1817, and was early settled by way of Newmarket. According to the last revised assessment roll the township contains 64,040 acres; number of acres cleared, 39,932; value of real property, \$2,769,669; population about 5,000. A large portion of the township contains excellent land—a heavy clay loam; there is, however, considerable broken and marshy land along the Beaver river. Old Philip St. John, an Irishman from the county Limerick, the genial "King of Brock," as he delighted to be called, settled in the township in 1821, and reared a large family. Several of his descendants are still prominent men in the township. James Vrooman, better known as "Colonel" Vrooman, and after whom the village of Vroomanton is named, was a still earlier settler. The Shiers, James Ruddy, George Smith, John O'Leary, the Keenans, Daniel King, Ewart, Speiran, Fordiff, Campbell, Amey, Bagshaw, Carmichaels, Brethours, Brabazon, Thompsons, Sprowies, Harts, McPhadens, Bolsters, Cowans, were all settlers of the following twenty years.

The present Reeve, Malcolm Gillespie, settled later, coming in from Toronto, where he had been engaged in the mercantile business. He has taken a very active part in municipal and political affairs since he entered the township. Mr. John Hall Thompson represented the North Riding in the Dominion Parliament, and was elected Warden of the county five times. Much of the township of Brock was settled before Whitby was known farther back than the third concession. The construction of the Nipissing Railway, towards which the township gave a bonus of \$50,000, has greatly added to the value of land, and the people now understand and appreciate the advantage of

railway connection so well that they would gladly give a liberal bonus for securing connection with the Whitby line to the front. Had the same feeling prevailed in the township twenty years ago, it would in all likelihood have secured the realization of the grand scheme of a railway through the length of the county, from Lake Ontario to Georgian Bay. Brock is noted as a very Conservative township, and has been the scene of many hard political struggles. The majority for the Conservative candidate is generally piled up to between two and three hundred, counterbalancing the majority of about the like figures usually given in the more Radical township of Uxbridge in the Reform interest. Sunderland, Vrooman, Valentine, Wick, and Cannington, lately incorporated as a separate municipality, are important villages in Brock.

MARA.

The township of Mara was first, in part, surveyed in 1821 by J. G. Chawitt. The survey was completed in 1836 by Robert Ross. Up to the rebellion of '37 there was but a very scant settlement along the Lake Shore in Mara. The character of the soil at that time had the appearance of being a good deal cedar swamp. As it became cleared up it showed excellent land, and Mara now proves to be one of the best townships in the County of Ontario. As early as 1823 Patrick Corrigan, an Irishman, took up his abode in the wilds of Mara. He was followed by Arthur Kelly in 1827, and after these came the Camerons, the families of McDonagh, McDermott, Doyle, Boyle, Flinn, Harrahy, Duffy, McNulty, Connor, McGrath, McLennan, &c., showing a large Irish and Catholic settlement in the township. The Highland Scotch are also numerous. The present Reeve, Philip McRae, was born on his farm at Point Mara, and has filled the position of Reeve for several years, and has also been Warden of the county. Alexander Kennedy, a Glen-garry Catholic, now of Orillia, represented the township in the County Council some years ago, and built saw and grist mills at Atherley during his residence there. Mr. J. P. Foley, also a former Reeve, came to Mara about 1860, and has built around him the village of Brechin. The Midland Railway runs through the township, and after several unsuccessful efforts the Company succeeded in getting a bonus of \$10,000 from the municipality for erecting stations. The adverse vote of Thomas McDermott, who represented the township in the County Council in 1854, and who from that time has gone by the cognomen of "The Basswood Reeve," prevented the railway enterprise at that date from receiving such county assistance as would have secured to the county the benefits of direct railway communication between the north and the south twenty years earlier. Mara contains 60,588 acres; population about 2,200; ratepayers, 614; valuation, \$934,864.

REACH.

Reach, in the second tier of townships from the lake, was surveyed in 1809 by Mr. Wilmot. Contents, 60,654 acres; number of ratepayers, 1,166; total value of real and personal property, \$2,388,668. The soil through the centre light; the land to the north-east and north-west of excellent quality. Reuben Crandell, who has left numerous descendants, is said to be the first white settler, and his son Benjamin claims to be the first white child born in the township.

The municipality formerly included Scugog and Port Perry, which with the growth of the county became separate corporations, as mentioned in another place. Reach contains a number of thriving villages with splendid names, including Prince Albert, Manchester, Saintfield and Utica. It sends a reeve and two deputy-reeves to the County Council, and its representatives were always strong advocates of the Centre and other road improvements, and of railways. The corporation gave a bonus of \$30,000 towards building the Whitby and Port Perry Railway to the latter point, and \$10,000 at the same time towards a branch to Uxbridge. Reach has had some very able men as municipal representatives. The present reeve, Mr. Ewers, and Mr. Paxton, member for the North Riding in the Local Legislature, were two of the earliest representatives, after the county was set off. Mr. J. B. Campbell and Mr. George Currie also represented the township, as did Mr. Joshua Wright, the present reeve of Port Perry, who was, while reeve of Reach, elected to the Warden's chair. The McKerschers, Huds, Covey, Croxall, Truax, Crowthers, Christies, Hornes, McKays, are amongst the earliest settlers.

PORT PERRY.

Now an important village of 2,000 inhabitants, was incorporated in 1872; a few years ago it contained but a few insignificant dwellings at the head of Lake Scugog. Peter Perry was the first who put up a small store at this place, of which the late Chester Draper had charge, upwards of thirty years ago. Saw mills were subsequently erected, the first by the late Samuel Hill, and a large business in lumber carried on by Messrs. Paxton and W. S. Sexton. The building of the railway from Whitby to Port Perry gave the latter place its first grand start forward. With the construction of the railway, and Port Perry the terminus, town lots went up, and so too did substantial buildings, and in a few years the place grew to its present proportions, with its fine schools, churches, town hall, factories, two banks, two newspapers, and thriving industrious population. It is a large grain market and shipping point for timber and lumber brought up the river and lake, and re-shipped by railway to Whitby and the front. The village contains an area of 500 acres, but is fast spreading out in all directions, and measures are being taken to extend its bounds, and raise it from a village to a town corporation. The actual assessed ratepayers number only 360 on the roll; the total valuation, \$423,701.

TOWN OF WHITBY.

The town of Whitby was incorporated in 1855 by special Act of Parliament. The limits of the Corporation comprise 4,240 acres. Population at the census of 1871, 2,732. Present population over 3,500; number of ratepayers, 648. Up to the time of its incorporation, the town formed an integral portion of the township municipality. The history of its early settlement, and indeed up to that period altogether, belongs almost wholly to the township of Whitby. After the arrival of Peter Perry, in 1836, the place was called Perry's Corners. From that time forward it began to grow into note; houses sprang up, lots were sold, population accumulated, and tradesmen and merchants opened places of business. The fine natural harbour was improved and became what it has since continued, one of the best shipping ports on the north shore of Lake Ontario. Emerging from a village to the dignity of the county town gave Whitby quite a forward impetus, its growth, however, being retarded by the depression of '57. As in other forward towns at that period, there was much speculation in town lots, which with the financial collapse that followed involved many, and those some of the most enterprising men of the place, in difficulties. During the next ten years the growth of Whitby was gradual, but respectable. Mr. James Wallace put up a fine brick residence; Trafalgar Castle was built by Mr. Sheriff Reynolds, Mr. Perry's residence was built, and many other substantial, and some of them imposing structures, went up in the town, notwithstanding the complaint of "hard times." In the following years we have seen some fine blocks of buildings completed on Brock-street—Till's block, Caldwell's, Richardson's, McPherson's, Laing's, Allin's and Campbell's, and also King's tannery warehouse on the east side, and Gross's store on the west side, and latterly the Dominion Bank, on Laing's old corner south of Dundas Street. To the north, on the same street, east side, the Dominion Warehouses take the place of the famous old "Red store," and the Oddfellows' Hall and Hatch's hardware store of the insignificant wooden buildings which formerly occupied the site. McMillan's brick block further north went up earlier, on the burning of the

Perry block in 1864. During the same decade the Royal Hotel and *Chronicle* office buildings were erected. On the west side of Brock, north of Dundas Street, Gerrie's drug store, Yule's building for Express and Montreal Telegraph office, the two-storey stores known as the "Ontario Buildings," and the Ontario Bank, occupy the whole front of the block from Dundas Street to the Ontario Hotel. These take the place of the little frame buildings of a quarter of a century ago, burnt down in 1857. On Dundas Street, Gibson's, Jamieson's, Arnall's, and Crosby's brick stores fill up a portion of the gap between Brock and Byron Streets. Farther west, Murphy's new brick store, and on the opposite side of the street, the new residence for Mr. Mayor Smith, and on the site of the old Post-office, Bandel's hotel, the Whitby House, besides a large number of private residences, both brick and frame, have been erected. Of the public buildings erected, after the Court House and Gaol, and the schools noted elsewhere, the inconveniently situated Town Hall was the first in 1856. There was much wrangling as to the site, the result being to have the building put in an out-of-the-way place, away from the business centre and populous portion of the town. St. John's Church, at the bay, and the old Methodist Church were built some years earlier. The Kirk was built in '57, and in the same year the Baptist Church, a frame building, on the property of Mr. Sheriff Reynolds, near the entrance to the Ladies' College. All Saints' fine Gothic church and spire with chime of bells followed; then the R. C. church to the north, and the U. P. church on Centre Street, came next; and lastly, the Methodist Tabernacle, costing upwards of \$20,000. The Brown & Patterson foundry, King Brothers' tannery, Grose's planing mill, O'Donovan's, and Tom's & Newport's carriage works, the Mudge & Yarwood organ factory, the railway workshops, are the principal manufactures. Mr. George Cormack does an extensive business in building and lumber, Mr. Christopher Johnson in lumber, and there are also the furniture manufactures of Mr. Wm. Till and Mr. E. C. Johnson, and the marble works of Messrs. Wolfenden, who do a large business. It is as a first-class grain market, safe shipping port, with ample warehousing accommodation, as well as the fact of being the county town, possessing all the public offices, and being also the terminus of the Whitby, Port Perry and Lindsay Railway, that the town derives its chief importance. There is abundant room and facilities for the establishment of profitable manufactures, which would receive every encouragement from the enterprising men of the place. With facilities for shipment in every direction by rail and water, Whitby offers a tempting location for the establishment of various kinds of manufactures. The present valuation of the town is close on a million dollars. Of the earlier and more permanent settlers of the town proper, the names of William Laing, the present County Treasurer; Dr. Gunn, the Pringles, Rays, R. H. Lawler, the present postmaster; W. H. Billings, solicitor; N. W. Brown, the representative of the South Riding in the Local Legislature; H. Fraser G. Y. Smith, the present Mayor; H. Betts, George Hopkins, the proprietor of the fine building known as "Hopkins Hall;" the Bryans, Thomas Moody, Wm. O'Neill, of the Grand Trunk Hotel; W. H. Hannam, John Ferguson and Wm. Weeks, Town Councillors; Francis Clarke, John Spurrill, M. O'Donovan, William Blair, Yeoman Gibson, Warden of the county the present year; T. H. McMillan, formerly Reeve, now of Oshawa; the Hams, Nourses, Yule, Watsons, Camerons, Deverill, Blows, Lawler, J. H. Greenwood, late Mayor; J. M. Lowe, J. B. Powell, Caldwell, W. Dunkley, James Campbell, the firm of R. and J. Campbell; James Hamilton, W. J. Hickie, Hall, Wolfendens, J. R. Phelps, W. Thompson, Harper, Stephen Grose, Jeffreys, Thomsons, Till, Richardson, Pirie, Port, Rice, Shier, Higgins, of the *Chronicle*, Judge Dartnell, Starr, Fairbanks, Arnall, Yarnoid, and Huston the present Town Clerk, as taxpayers of the present day, who more than twenty years ago were on the assessment roll. Amongst the names of conspicuous citizens who were identified with the town and its early history, and who have now passed away, are Ezra Annes, James Rowe, James H. Gerrie, former Mayors; John Welsh, Alexander McPherson, for many years Postmaster; John S. Sprowle, governor of the gaol; Chester Draper, Rev. J. T. Byrne, H. J. Macdonell, County Clerk, and formerly Mayor.

OSHAWA.

Oshawa was the first village incorporated in the county. It comprises an area of 2,400 acres; population in 1871, 3,187; population at the present time estimated at upwards of 4,000. The population in 1852 was 1,106; the value of real property \$4,296, and of personal property \$1,368. The value the present year, according to the assessment roll, amounts to \$1,115,618; number of ratepayers, 1,083. Oshawa has the honor of sending the two members for the county, and two brothers, Hon. T. N. Gibbs and W. H. Gibbs, to the Dominion Parliament. Both gentlemen are large dealers in produce, and have carried on the milling business extensively for years; they constitute the well-known firm of Gibbs & Bro. Oshawa is celebrated for its iron manufactures, especially the Joseph Hall Works, which have gained a world-wide reputation under the management of Mr. F. W. Glen, the spirited and enterprising president and manager. These works are the most extensive of the kind in the Dominion—manufacturing portable and stationary steam engines, boilers, mill machinery, turbine water wheels, gang and muley saws and machinery of all kinds, as well as castings in iron and brass. Whiting's agricultural implements, manufactured here, are also noted the world over. The Oshawa cabinet factory, of which a branch is placed at Toronto, and carried on by Gibbs & Brother, is another extensive concern doing a large business. And later, a stove foundry, the Masson Works and other important branches of manufacture have been added. Very different is the Oshawa of to-day to that of the time when Joseph Gorham built the first mill in South Oshawa. The place was afterwards known as Skae's Corners; Edward Skae having opened a store on the corner where Mr. Fowkes' premises now stand. John Kerr kept tavern where Mr. Warren's house now stands, near the mill, and the first store in the place, we are assured, was opened in a building where Mr. Jones, the lawyer, now lives, west beyond the bridge. The names of the earliest settlers are mostly already given in the sketch of the township of Whitby. They include the families of Conant, McGregor, Kerr, Annes, Hall, Arkland, Ritson, Hinkson, Ross, Bartlett and Wilson, McGill, Pickell, and others heretofore enumerated. In this connection it is asserted that Nelson Pickell's mother, of Oshawa, was the first white woman born in the township of Whitby. The name Oshawa, signifying Salmon Creek, was given to the place by the Indians, and retained on the establishment of the first post-office. The Ontario Bank manager in Whitby, Mr. Thomas Dow, then a young clerk in Mr. Skae's store, opened the first mail bag that came to the Oshawa post-office. And rather a coincidence, Hon. Senator Simpson, president of the bank, when a stripling in the store of Mr. Fairbairn, opened the first mail bag brought to the Darlington post-office in 1829.

CANNINGTON.

The latest incorporated municipality of the county. It is a thriving village on the Beaver river, in the township of Brock, possesses good manufacturing facilities, and is a station on the Toronto and Nipissing Railway. The village was incorporated at the June session of the County Council, and according to the then enumeration contains a population of upwards of eleven hundred.

EDUCATION.

In treating of this portion of the historical sketch of the County of Ontario, there is little to be said in a general way in reference to the rise and growth of our present system of education that might not with equal justice be affirmed of almost every other county in the Province. The beginning was entirely insignificant, but the issue has been, except to eye-witnesses, amazing beyond credibility. The oak has indeed sprung from the acorn, and its boughs

cover all the land. Inasmuch, however, as there is, perhaps with increasing years, increasing danger that our young people, judging from the smiling scenes of prosperity, both material and educational, that greet them on all hands, may imagine that the present state of things has been continual, or may through sheer inability to believe, regard the tales of the hardships in the pursuit of knowledge that fell to the lot of our pioneers as the dreams of distempered imaginations worthy to be reckoned with the adventures of Sinbad or the exploits of Munchausen, it may be well to put upon record some authentic facts of these olden times, as described by the few ancients that still connect us with the primeval forest, and to revive those memories which are fast becoming lost in the multiplied experiences and ever shifting panorama of these modern days. There are people still living whose memory can carry them to the time when there was not a school-house in the County of Ontario. There are many who can recollect when school-houses were few and far between, when the machinery of education was of the rudest description, and when the highest ambition of parents was that their children might be able to read and write. There are hundreds who can remember when the literary attainments of the teacher were gauged by his own appraisal of them; when an itinerant system of boarding supplemented his scanty wage; when "healths five fathoms deep" and mighty potations were thought no discredit to him, nor were supposed to obscure his mental vision nor mar his usefulness; when a prime requisite for success in his work was not so much the ability to impart knowledge as to inflict innumerable punishments of the most fantastic complexion for the most trifling offences, and to subdue backwoods, lawlessness to some system of transatlantic civilization.

In these primitive times the school-house was constructed of logs frequently unhewn, and it contained but a single room. The furniture was of the rudest description, consisting chiefly of long pieces of deal supported by pins inserted in the wall, used for desks, in front of which extended huge pieces of square timber supported by legs of uneven length, whose unaccommodating disparity afforded more opportunities to the pupils of determining the centre of gravity than practising the art of calligraphy. Utterly blank were the walls, except indeed where some adventurous youth had carved his name, or with bold design had traced in carbon the well-known visage of "the master." Maps, charts, and all the other triumphs of Caxton's art that now adorn the walls of the humblest school-house in the land were then unknown, and we doubt not many middle-aged men and women can recall their first impressions when they beheld, unrolled before their admiring gaze, a map of this stately planet, which they heard for the first time had been bowling around the sun for thousands of years. Like many dwelling-houses of the time, the school-house was heated by means of an immense fire-place, upon whose ample hearth blazed tremendous logs cut from the adjacent woods—a system that served the double purpose of heating and ventilation. Of fresh air, indeed, there was no lack, for after a few years' occupation this building disclosed many holes and crevices through which wind or rain found an easy entrance, and through which the youngsters, tired with their unaccustomed toil, might spy the progress of the world without. Tradition tells that the first stove in any school-house in the county was made from an old potash-kettle, two accidental holes—one in the bottom and the other in the side—suggesting to some ingenious patron of learning the stoking-hole and the flue. Turned bottom up and furnished with a chimney, what need to state that it became the admiration of all the country-side. Rude and destitute of conveniences as these first school-houses were, they nevertheless cost the early settlers much patient labour and no little self-sacrifice. Often the burden of completing them fell upon two or three public-spirited men of the section, and often too, extreme difficulty was experienced in raising sufficient means wherewith to pay the teacher.

These striking memorials of backwoods times are fast disappearing, and giving place to elegant and commodious structures which dot the landscape in every direction, and which are no less the pride than the ornament of the whole country. May they all soon disappear, and may not antiquarian zeal nor blighting parsimony prevent them being replaced by school-houses more in accord with the progress of education and the necessities of the times!

Time and space will not permit us to go into any detail as to the various steps by which the means of education, from its rude and unpromising beginning, have attained to their present happy condition; it must suffice to mention results.

The school population of the County of Ontario, according to the latest returns, is 13,632, and the number of Public School-houses is 124—in these respects standing eighth of all the counties in the Province. There are at present four High Schools in the county, and the number of pupils attending them 544, the largest number in any county in the Province. The total number of educational institutions is by the last report of the Minister of Education 132, and the number of pupils attending them 14,212. The amount available for educational purposes was \$103,333. We have reason to believe that nearly all these numbers will be increased for the year 1877, and that the amount above specified for educational purposes will be increased by about \$40,000.

Of the 124 Public School-houses, there are 8 log, 67 frame, and 41 brick or stone. Some of the best school-houses in the county are to be found in Whitby, Oshawa, Port Perry, Uxbridge, and in Pickering.

Prior to the year 1871, the inspection of the public schools was conducted chiefly by resident clergymen appointed to the duty of examining schools by the County Council, and not a little of the progress of education, not only in this county but throughout the Province, is due to the untiring energy of many of these men. Among many men of note in this county whose personal efforts in early times contributed much to the advancement of the schools, was the Rev. Dr. Thornton, of Oshawa.

In the year 1871 many important changes took place. All the Public Schools were made free, trustees were compelled to provide adequate school accommodation, and the County Inspector, Mr. McBrien, was appointed. The present County Board of Examiners was constituted, and several other changes in school matters took place which are common to all counties.

The facilities for higher education in the county are of the most satisfactory character. There are, as stated above, four High Schools, called County High Schools, for the training of both sexes for various grades of Public School Teachers' certificates, and for preparing candidates for the Universities and for entering the learned professions generally.

These schools are situated in Whitby, Oshawa, Port Perry and Uxbridge, and are all exercising a very great influence in their respective communities, and contributing very largely to the growth of knowledge and culture throughout the county.

Whitby School was established in 1849,
Uxbridge " " " 1856,
Oshawa " " " 1865,
and Port Perry " " " 1868.

Formerly there was a High School in the village of Cannington, and one appointed at Beaverton, but were closed for lack of funds. These schools are supported equally by the Government, Legislature, and the county grants being made in aid of them, according to a system depending partly upon the average attendances of the pupils and partly upon their proficiency in the subjects of a curriculum uniform for the Province.

As yet these schools are entirely free to any that can pass the entrance examination.

In addition to these High Schools there are also the private institutions: (1) The Ontario Ladies' College, at Whitby; (2) The Denili Ladies' College, at Oshawa; and (3) the newly erected Quaker School at Duffin's Creek.

A mere list of these places for higher education is sufficient to indicate to the reader the immense progress that has been made within the last twenty years. It is too early in the day to predict the fate of all of them, nor can any one pretend to say what will be the influence of every one of them in moulding the thoughts and habits of their students. We do not seek, how-

ever, to conceal the fact that private schools must of necessity clash with the proper working of the national system, and that anything approaching to sectarian bias in education is foreign to the genius of the great mass of people in this Province. The proper business of the historian, however, is to record facts, and the historian of to-day need not encroach upon the province of the chronicler of fifty years hence, but should content himself with alluding to the unparalleled progress of education in this part of the Dominion in the hope that what we see to-day may be but the harbinger of a more prosperous future.

THE WHITBY HIGH SCHOOL.

This now famous school was founded in 1846 by the liberality and public spirit of Peter Perry, Samuel Cochrane (the veteran of 1812), and Ezra Annes, to whom the County of Ontario in general, and the town of Whitby in particular, must ever owe the deepest gratitude.

The school was opened with Mr. James Hodgson, the present inspector of Public Schools of South York, as Head Master.

The successors of Mr. Hodgson in office were Mr. Wm. McCabe, LL.B.; Thos. Kirkland, M.A., now Science Master, Normal School, Toronto; S. Arthur Marling, M.A., now one of the Inspectors of High Schools; and the present master, Geo. H. Robinson, M.A. Under the direction of these well-known masters the school has attained to a more than Provincial fame; its pupils are being drawn from all parts of the Dominion, and its alumni found in every quarter of the globe. The old school was built two storeys high, only one flat of which, however, was occupied or even finished; but the rapid success of the school soon laid under requisition both flats, and for some years the new improvements sufficed. But in 1872 the pressure for more accommodation became so great that the Board of Trustees determined to erect a structure commensurate with the prospects of the school, and adapted to the modern ideas of education. The present beautiful and commodious structure was erected in 1873, and now stands amongst the most elegant and commodious school-houses in the Province.

The apparatus is of the most costly and valuable description, and the Board of Education, with rare liberality, has made provision for affording every necessary adjunct to the teachers in the training of their pupils. A valuable library and a most interesting school museum are in course of formation. A conspicuous feature is the long roll of names of pupils that have passed examinations for the Universities, for Law and Medicine, or other learned professions—the Honour-men having their names in gold, and the Pass-men in white. Within the last eighteen years this school has sent to the University more students than any other High School in the Province, and not a single year has elapsed without at least two students passing the Matriculation Examination in the Provincial University.

As evidence of the success of this institution it may be mentioned, to the honour of the county as well as to the school, that gold medals in Mathematics and Natural Science, the silver medal in Natural Science, first-class honours in Modern Languages, and a Classical Scholarship in Toronto University were won by the pupils of this school.

The school has long been noted as supplying a very large number of teachers annually, and this present year almost one-half of the successful candidates for Third Class Certificates come from the Whitby High School.

The Trustees of the School are—

DAVID ORMISTON, B.A., Chairman.

HIS HONOUR JUDGE DARTNELL.

JNO. HAM PERRY, Registrar Co. Ontario.

ROBT. J. GUNN, Esq., M.D., Physician to the Gaol, &c.

D. TUCKER, M.A., M.D., T.C.D., &c.

JNO. E. FAREWELL, Esq., LL.B., County Attorney, &c.

JAS. DRAFER, Sec. Bd. Education.

The Masters are—

Geo. H. Robinson, M.A., Head Master.

JAS. DAVISON, Toronto University.

ROBT. WILLIS, 1st A. Provincial.

PETER PERRY, B.A.

W. H. HUSTON, Undergrad. Toronto University.

Music Master.

Drawing Master.

Lieut.-Col. WALLACE, Drill Instructor.

In connection with the school is a boarding-house conducted by the Head Master, who gives to the pupils the benefit of his supervision in preparing their work for the school-room.

Just as this work is sent to press, the Government have located a Normal School at Whitby.

THE PORT PERRY HIGH SCHOOL

Was opened in 1868. Notwithstanding the disadvantages of an unsuitable building and a want of necessary apparatus, it sent forth many scholars who have shown by their subsequent success that their training was thorough and substantial.

In 1873 the Board of Trustees determined to erect school buildings in some degree corresponding to the enterprise and prosperity of the village, and as the result of this determination we have the present handsome and commodious High and Public School-house. On moving into the new building, in the beginning of 1874, the trustees resolved to re-organize the school, and to take steps to place it in a state of efficiency equal to any High School in the Province. How eminently successful they have been in this respect may be seen from the extraordinary position taken by the school at the Intermediate Examinations. At the first of these examinations the Port Perry School came out the first of the one hundred and two High Schools in the Province, and at the subsequent examinations it has still retained the leading position.

In the work of preparing students for the Universities it has also been very successful. During the year ending Sept. 1st, 1877, no less than seven of its scholars have matriculated at the different Universities in the Dominion, taking a considerable number of honours in the various departments, and scholarships to the value of \$220. The following gentlemen compose the teaching staff at present:—Head Master, D. McBride, B.A., Classic and Modern Languages; James McKenzie (First-class, Provincial Normal School), Mathematics, Natural Philosophy, Botany and Zoology; Alex. Marshall Rae (First class, Provincial Normal School), English Grammar, Composition, History, Geography, &c.; Prof. L. B. Harrington, Music; Rev. J. T. Dowling, Drawing; J. Rolph, Esq., M.S., Military Drill and Gymnastics.

The religious and moral instruction of pupils from a distance is under the charge of the following clergymen:—Rev. C. C. Johnson, M.A., Church of England; Rev. James Douglas, Canada Presbyterian; Rev. E. R. Young, Canada Methodist Church; Rev. J. J. White, Baptist Church; Rev. C. A. Simpson, Methodist Episcopal Church.

The present Board of Trustees for the High School are—Messrs. Charles Marsh, Chairman; H. L. Ebbles, E. Mundy, J. H. Brown, James Jewett and R. Jones, M.D. For the Public Schools the Trustees are—Messrs. E. D. Rodgers, Secretary; J. C. Forman, H. Gordon, George Currie, Mark Currie, and John Nott.

The Government have also located a second Normal School for the county at Port Perry.

AGRICULTURE.

In Agriculture as well as stock-breeding the farmers of the County of Ontario stand first in the Province. The lands are generally well tilled and well stocked, and most farmers have now comfortable dwellings and large roomy barns, with orchards and gardens and every convenience for comfort and enjoyment. The front townships have been often described as the "Garden of Canada," and at the present day many of the townships north are little if any behind them. Of course it has taken years of persevering toil and great self-denial to bring about this praiseworthy state of things. The Agricultural Societies have done their share towards the desirable end, and especially have they done much in the encouragement of stock-breeding. The first County Agricultural Society was formed in February, 1853. The officers were Ebenezer Birrell, President; John Ritson, 1st Vice-President; S. Widdifield, 2nd Vice-President; J. Ham Perry, Secretary; John Corbett, Treasurer. Directors—Joseph Pierson, John Clarke, John Shier, J. C. Sterling, A. Farewell, Adam Spears, and Wm. Boynton. Before that time there were Township Societies, which held small fairs either united or singly. The fairs of Whitby and Pickering were held at Oshawa and Duffin's Creek and Greenwood alternately. Cattle fairs were established at Ashburn, Columbus, Greenwood, Mr. Shier, P.L.S., and the present County Clerk, was for many years a very active officer of the County Society, serving in the offices of Secretary-Treasurer and President as well as Director. In 1855 the North Riding set off as a separate County Society. Both Societies have since grown and flourished. The first County Show was held in Whitby 28th September, 1853. The show even then is said to have surpassed those previously held in Toronto. The amount awarded in prizes was £56 currency. This was for the whole county. The amount offered the present year (1877) by South Ontario alone is some \$2,250. South Ontario now stands amongst the first stock-breeding sections in the Province, and the North Riding is not far behind and is yearly gaining ground.

THE PRESS.

The *Tribune* and the *Friendly Moralist* are the earliest papers of which we can find any trace. They were printed in Oshawa. Both became defunct, and were followed by the *Freeman and Reformer* in 1850, small sheets, which had only a short existence. The *Whitby Freeman* was ventured upon in 1850, to be replaced by the *Whitby Reporter* for a few months by J. S. Springle, and which subsequently became the *Ontario Reporter*, a sheet of somewhat respectable dimensions published by Messrs. Perry (J. H.) & Dorman, and afterwards, up to 1857, by J. O. Dorman alone. The *Whitby Commonwealth* was started in the town in '55. The publication of the *Chronicle* was commenced in 1856 by the present proprietor of the paper, by whom it has been since continuously published. The *Commonwealth* and *Reporter* were followed by the *Ontario Times*, the *Watchman*, the *Press*, all of which after short intervals disappeared, leaving the field to the *Chronicle*. The *Gazette* has taken the place of the *Chronicle's* old rivals. It has gone through many changes of proprietorship, and has been in the hands of the present publisher, Mr. Thorne, within the last six months. The *Vindicator* has been continuously published at Oshawa since 1854. It was established by Messrs. Luke & Orr, and since Mr. Orr's retirement has been published by the present firm, Messrs. Luke & Larke. The same gentlemen also publish the *Reformer*, the second paper now printed at Oshawa. The publication of a paper called the *North Star* was attempted at Brooklin in 1855. In North Ontario the first newspaper attempt was made in 1855, by William Hillam, who published the *Packet* for a couple of years. The next was by Mr. James Holdeu, the present Whitby and Lindsay Railway Manager, who commenced the publication of the *Observer* at Prince Albert in 1857. Subsequently, Mr. Oliver published the *Review* for a short time at the same place. The *Observer* is now published at Port Perry by Messrs. Baird & Parsons. Uxbridge has had several newspaper ventures previous to the establishment of the present papers, the *Journal* and the *Guardian*. The late Mr. Caldwell Brown was unsuccessful in more than one attempt to give the place a newspaper. Mr. Mundy kept the *Advocate* going for a while there; it did not succeed. The *Standard* was afterwards established by him at Port Perry. The *Gleaner* was commenced at Cannington, by Mr. Currie, some half-dozen years ago. Several unsuccessful attempts have been made to publish a paper permanently in Beaverton since Hillam's time with the *Packet*, the last being a sheet called the *Bee*. After six months' trial it succumbed. The material was removed to Woodville, where it is now published as the *Advocate*. The first semi-weekly was published by Mr. Higgins in 1859, called the *Semi-Weekly Chronicle*, but was discontinued after a trial of 18 months. The *Oshawa Journal* was another attempt of his in 1861, which was abandoned. The papers now published in the county are—

NAME AND PLACE.	PUBLISHER.	DAYS OF PUBLICATION.
<i>Chronicle</i> , Whitby,	W. H. HIGGINS,	Thursday.
<i>Gazette</i> , "	R. E. THORNE,	Thursday.
<i>Vindicator</i> , Oshawa,	LUKE & LARKE,	Wednesday.
<i>Reformer</i> , "	"	Friday.
<i>Observer</i> , Port Perry,	BAIRD & PARSONS,	Thursday.
<i>Standard</i> , "	E. MUNDY,	Thursday.
<i>Journal</i> , Uxbridge,	F. KELLEY,	Thursday.
<i>Guardian</i> , "	W. PEMBERTON,	Thursday.
<i>Gleaner</i> , Cannington,	JAS. CURRIE,	Thursday.

VETERANS OF 1812.

Of the veterans of 1812 who applied for or to whom pensions were granted in 1876, the County of Ontario contained the following:—Isaac Arnold,

Brougham; Pierre Laviotte, Cannington; David Bedford, Columbus; Abram Stoner, Dunbarton; Henry Fisher, Thomas Henry and Moses Martin, Oshawa; Harrison Haight, Port Perry; Robert Taylor and Roselle Badgley, Prince Albert; John Simcoe, Rama; Wm. R. Dafeo, Rathburn; Samuel Cochrane, John Palmer and Daniel Perry, of Whitby.

VOLUNTEERS.

Lieut.-Col. James Wallace, whose name is mentioned elsewhere as the contractor for the county buildings, raised the first company of volunteers in the county. In 1858, under Baron de Rotenburg, the then Adjutant-General of Canada, the Highland Rifle Company was raised, with Mr. Wallace as captain. Subsequently, during the "Trent affair," companies were formed in Oshawa (2), Greenwood, Uxbridge, Beaverton, Brooklin, Cannington, Port Perry, Columbus, and in Whitby—in all ten companies—which were incorporated into the 34th Battalion. Uxbridge, Greenwood and Columbus have since dropped out, leaving the battalion composed of the seven other companies. The 34th Battalion was commanded by Col. S. B. Fairbanks up to the time of his death, and since then by Col. Wallace, with the exception of a short interval during the latter's absence in Europe, when Lieut.-Col. Wm. Warren, of Oshawa, was placed in command.

COLLECTORS AT THE PORT.

The collectors at the Port of Whitby were Captain Tincombe, the earliest. After him came Dr. Boyse, then Wm. Dow, next Wm. Warren, who retained the office from 1843 to 1875, and the present incumbent, Dr. Carson.

STREAMS.

THE BLACK RIVER rises in Uxbridge, flows through that township to the north-west, and through Scott and Georgina into Lake Simcoe.

THE BEAVER RIVER rises in Uxbridge, flows through Reach, Brock and Thorah, into Lake Simcoe at Beaverton.

THE NONQUON rises in the south-west part of Reach, flows in a north-easterly direction, and empties into Seugog Lake.

THE TALBOT takes its rise in the County of Victoria, and forms the boundary line between Thorah and Mara, flowing into Lake Simcoe.

DUFFIN'S CREEK rises in Uxbridge, flows south through Pickering, and empties into Lake Ontario.

THE ROUGE runs through the south-west part of Pickering into Lake Ontario.

LYNDSE'S CREEK has its source in Chalk Lake, south-west corner of Reach, and runs through Reach and Whitby townships to Lake Ontario.

THE OSHAWA stream rises in the 9th concession of East Whitby, and flows through that township and the village of Oshawa, south to Lake Ontario.

THE NORTH BLACK RIVER rises in Victoria, and flows into Lake Couchiching.

WARDENS.

1853.....	JOS. GOULD, (Provisional).
1854.....	T. N. GIBBS.
1855.....	JAMES ROWE.
1856.....	T. N. GIBBS.
1857.....	J. H. THOMPSON.
1858.....	J. H. THOMPSON.
1859.....	DANIEL G. HEWETT.
1860.....	CHARLES ROBINSON.
1861.....	J. H. THOMPSON.
1862.....	T. P. WHITE.
1863.....	WM. SMITH.
1864.....	JOHN RATCLIFF.
1865.....	J. H. THOMPSON.
1866.....	J. H. THOMPSON.
1867.....	CALVIN CAMPBELL.
1868.....	J. HAM PERRY.
1869.....	J. B. BICKELL.
1870.....	JOSHUA WRIGHT.
1871.....	W. S. SEXTON.
1872.....	GEO. WHEELER.
1873.....	W. H. GIBBS.
1874.....	JAS. O. GUY.
1875.....	PHILIP McRAE.
1876.....	GEO. SMITH.
1877.....	JOHN MILLER.
1878.....	YEOMAN GIBSON.

REPRESENTATIVES IN PARLIAMENT.

Ontario was represented in Parliament from the setting off the County up to the Confederation of Provinces as follows:—

N.O.—1854 to 1861, Joseph Gould; 1861 to 1863, M. C. Cameron; 1863 to 1864, Wm. McDougall; 1864 to 1867, M. C. Cameron.

S.O.—1854 to 1857, John M. Lumsden; 1857 to 1866, O. Mowat; 1866 to 1867, T. N. Gibbs.

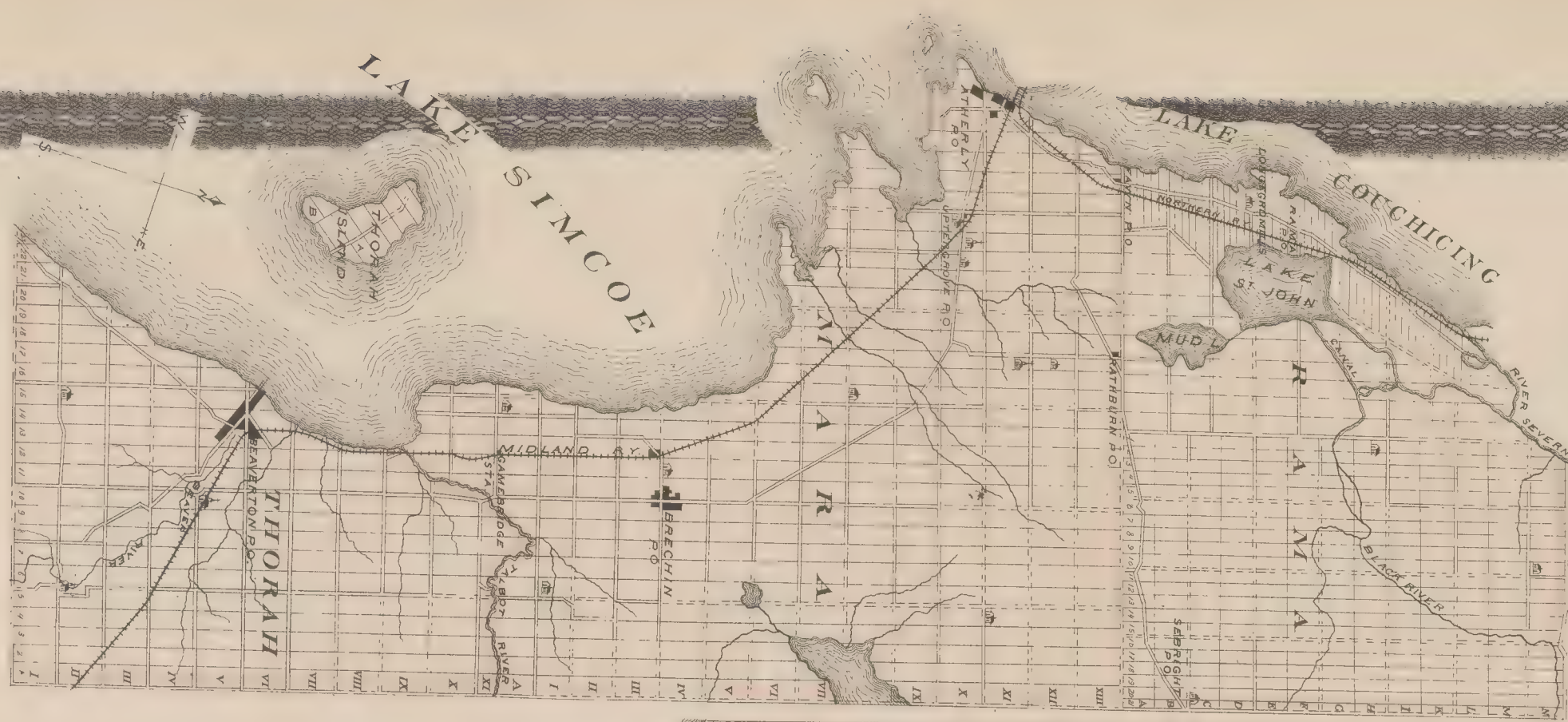
SINCE CONFEDERATION.

N.O.—1867 to 1872, John Hall Thompson; 1872 to 1874, W. H. Gibbs; 1874 to 1876, Adam Gordon; W. H. Gibbs, the sitting member, since 1876. In the House of Commons. Thomas Paxton has represented the Riding in the Legislative Assembly since 1867, and is the sitting member.

S.O.—1867 to 1874, Hon. T. N. Gibbs; 1874 to 1876, Hon. Malcolm Cameron; Hon. T. N. Gibbs, the sitting member, since 1876. In the Assembly, from 1867 to 1871, Dr. Wm. McGill; 1871 to 1874, Ab. Farewell; N. W. Brown, the sitting member, from 1874.



ONTARIO LADIES' COLLEGE; WHITBY, ONT.



MAP OF
ONTARIO COUNTY
NORTH PART
SCALE 240 CHAINS PER INCH

MAP OF
ONTARIO COUNTY
SOUTH PART
SCALE 160 CHAINS
PER INCH.





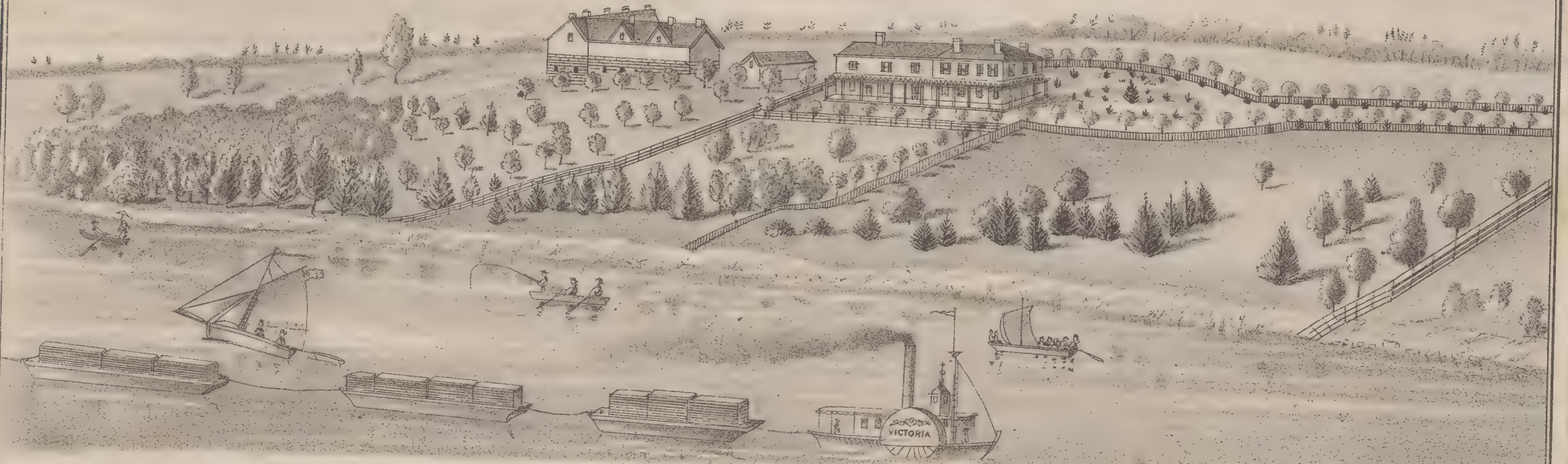
BONNY BANK; RES. OF JOHN MADILL, CON. 4, LOT 34, W. WHITBY TP., ONT.



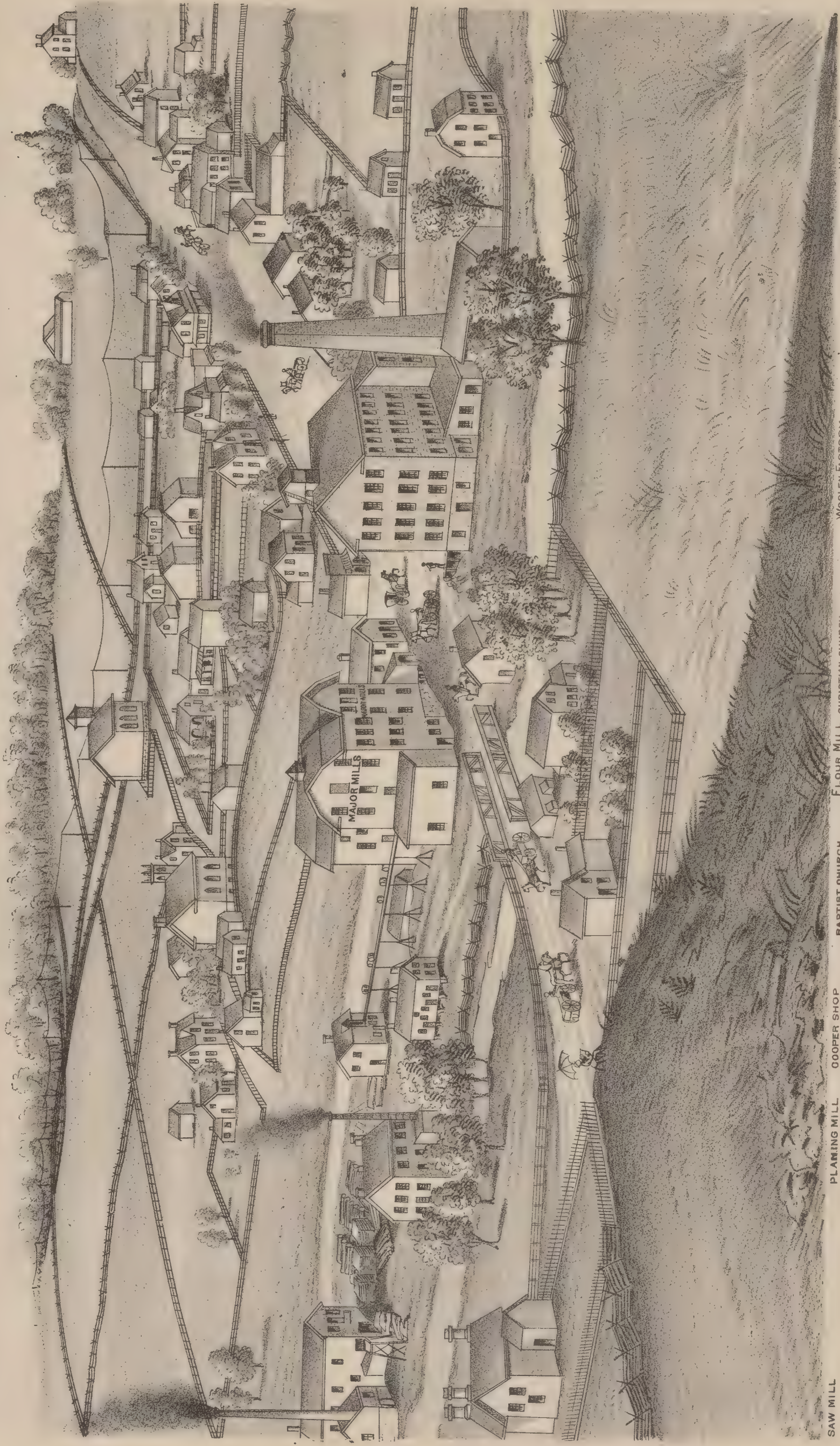
RES. OF J.R. HILL CON. 4, LOT 27, W. WHITBY TP., ONT.



RESIDENCE OF D.J. ADAMS ESQ, COCHRANE ST, PORT PERRY, ONT.



AMBLESIDE; THE RESIDENCE OF JOHN ADAMS ESQ, SCUGOG ISLAND, ONT. CO, CANADA.



SAW MILL

PLANING MILL

COOPER SHOP

BAPTIST CHURCH

FLOUR MILL CHRISTIAN CHURCH

WOOLEN FACTORY

WOOL HOUSE

MILLS & FACTORY OF T. P. WHITE. EAST WHITEVALE, PICKERING TP. ONT.

WHITBY

EAST WHITBY





FARM RESIDENCE OF **WILLIAM FERGUSON ESQ.** STOCK RAISER, LOT 34, CON 5, UXBRIDGE TR., ONTARIO CO.



RESIDENCE OF **D. M. CARD ESQ.** GOV. INSPECTOR OF COL. ROADS
UXBRIDGE ONT.



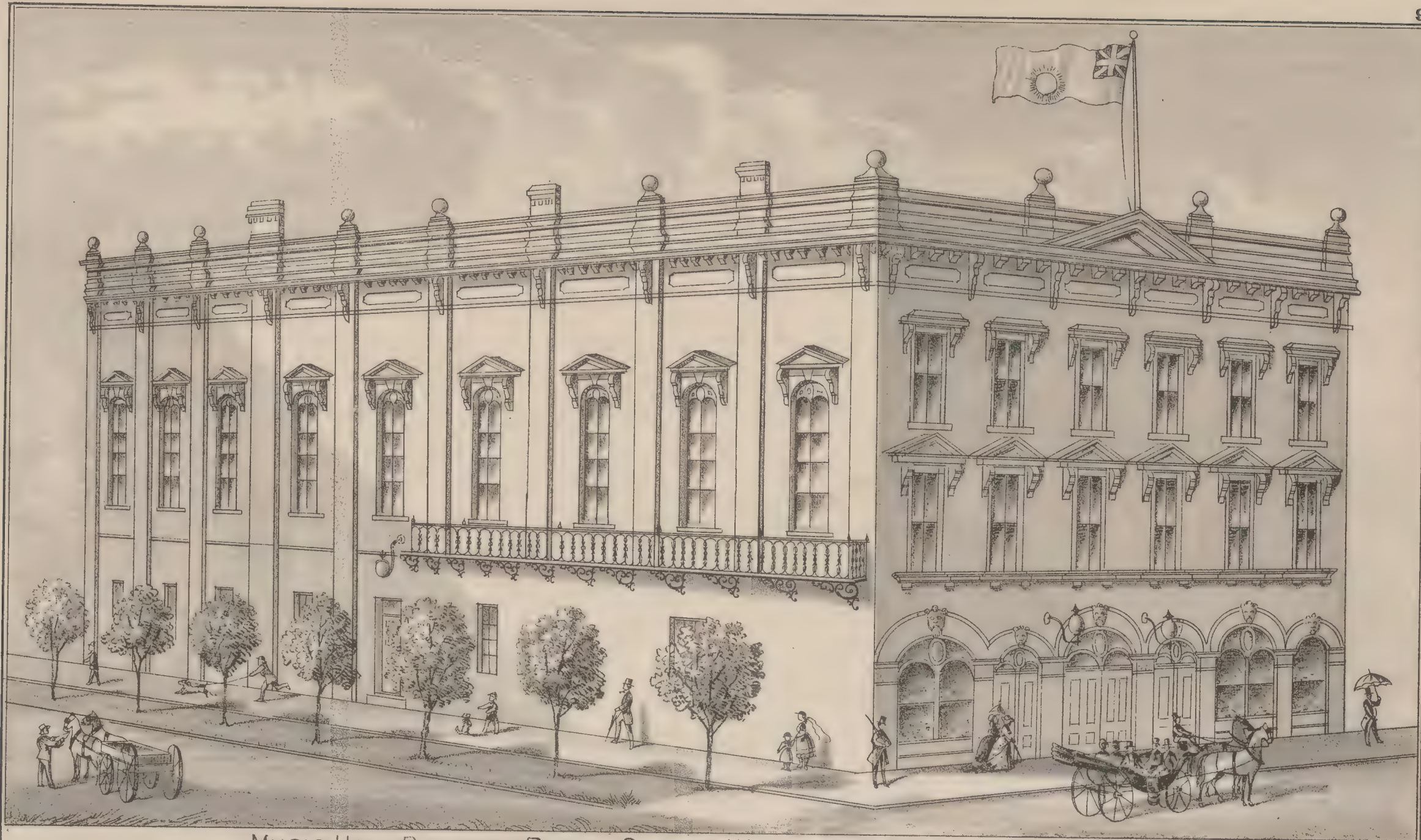
PRIVATE RESIDENCE OF **F. KELLER**, EDITOR UXBRIDGE JOURNAL,
UXBRIDGE, ONTARIO.



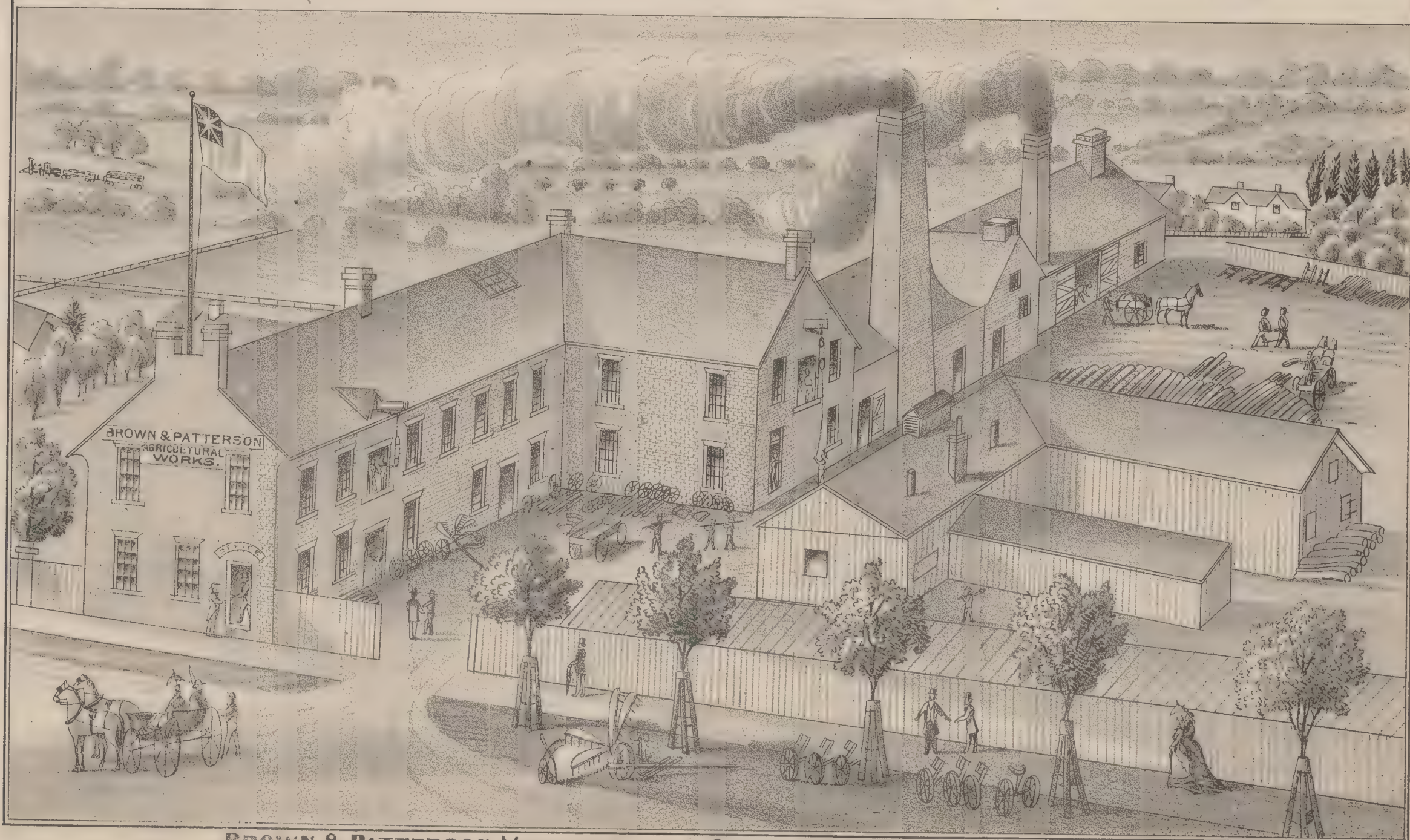
SUNNYSIDE FARM, RESIDENCE OF **JOHN MAY**,
SCUGOG ISLAND, ONT. CO.



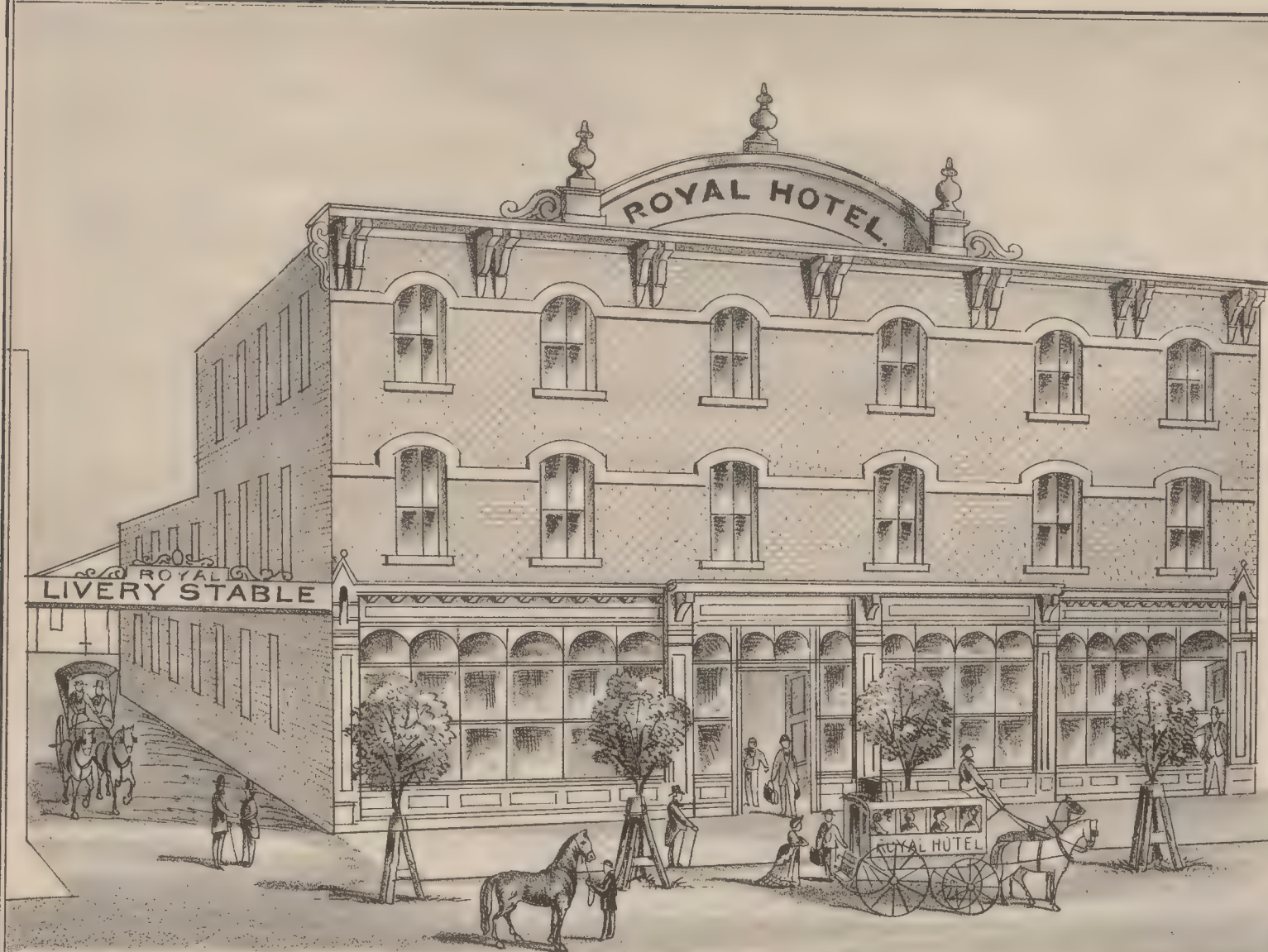
RISEBROW FARM, THE RESIDENCE OF **ARCHIBALD PILKEY ESQ.** STOCK RAISER, LOT 13, CON 7, SCOTT TR., ONTARIO CO. ONT.



MUSIC HALL BUILDING, BROCK STREET, WHITBY, ONT. **GEO. HOPKINS**, PROPRIETOR,



BROWN & PATTERSON MANUFACTURING COMPANY: N.W. BROWN PRES: WHITBY, ONT.



ROYAL HOTEL, WHITBY, **JAS. PRINGLE**, PROPRIETOR; OMNIBUS TO AND FROM ALL TRAINS.



RESIDENCE OF **H. GORDON**, COCHRANE STREET PORT PERRY, ONT.



RESIDENCE OF **E. MUNDY**, COCHRANE ST. PORT PERRY, ONT.



TOMS & NEWPORT, CARRIAGE MANUFACTURERS, WHITBY, ONT.



RESIDENCE, BRICKYARD & POTTERY OF **Geo. DRAKE**, BEAVERTON, ONT. CO.



"SPRINGFIELD FARM" RES. OF **J.R. MATHEWSON**, CON. 7, LOT 26, WHITBY T.P. ONT. BRICK BLOCK & RAKE FACTORY & RESIDENCE OF **R.E. PORRITT ESQ.**, SUNDERLAND, ONT. CO.



N.G. Reynolds.



G. Young Smith



Jas. Holden.



N.W. Brown.





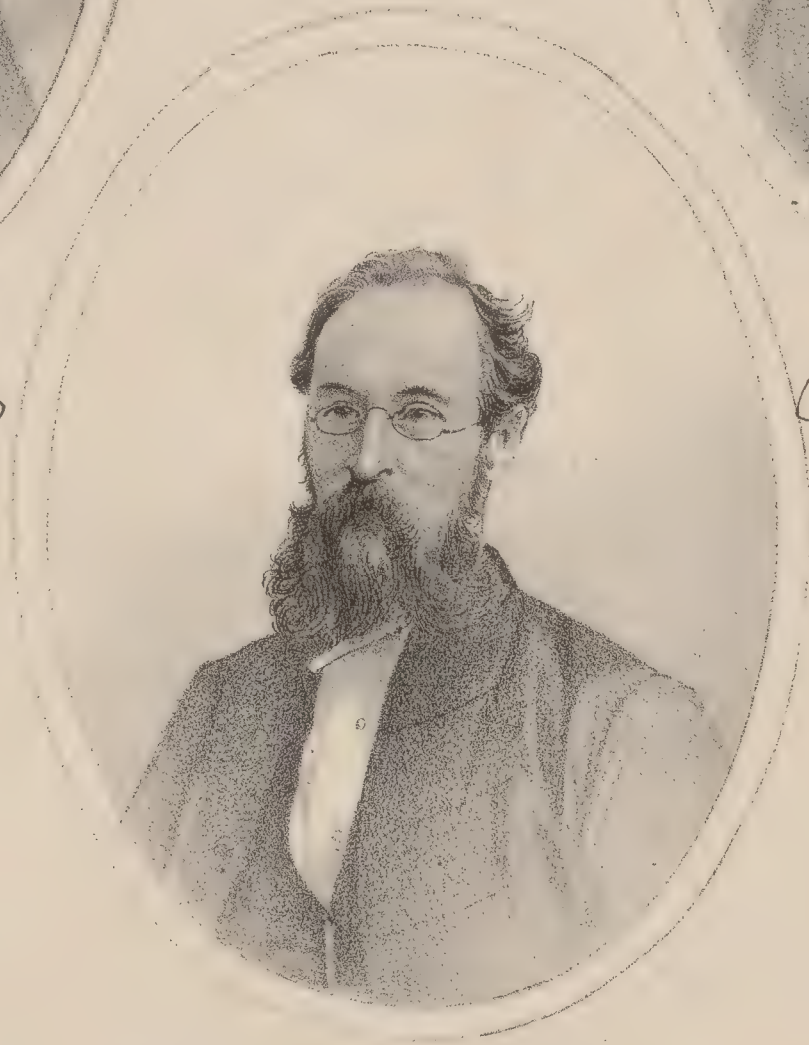
Ant. Higgins



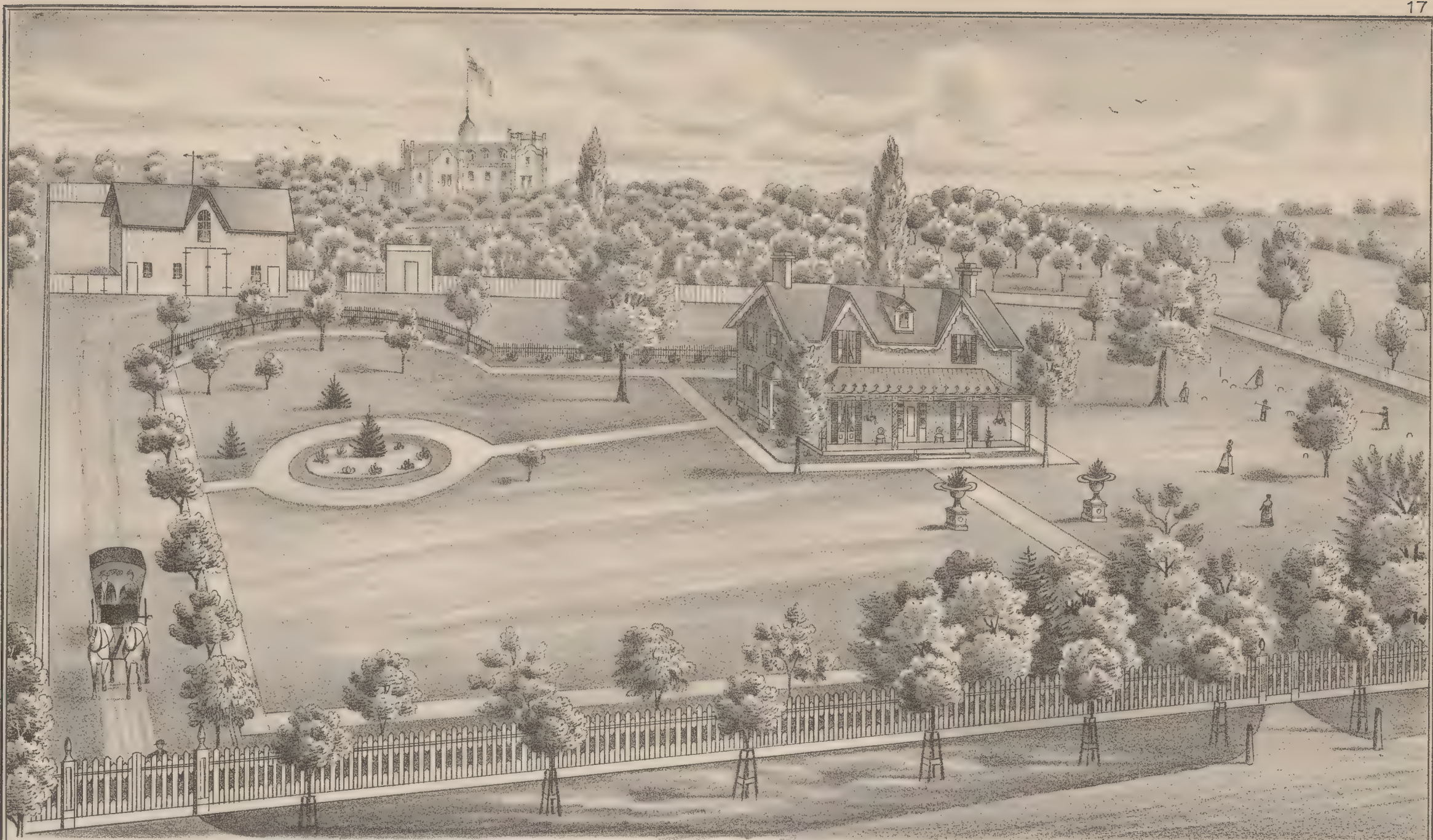
J. W. McKim



Wm. Perry



Geo. H. D. Dantrell



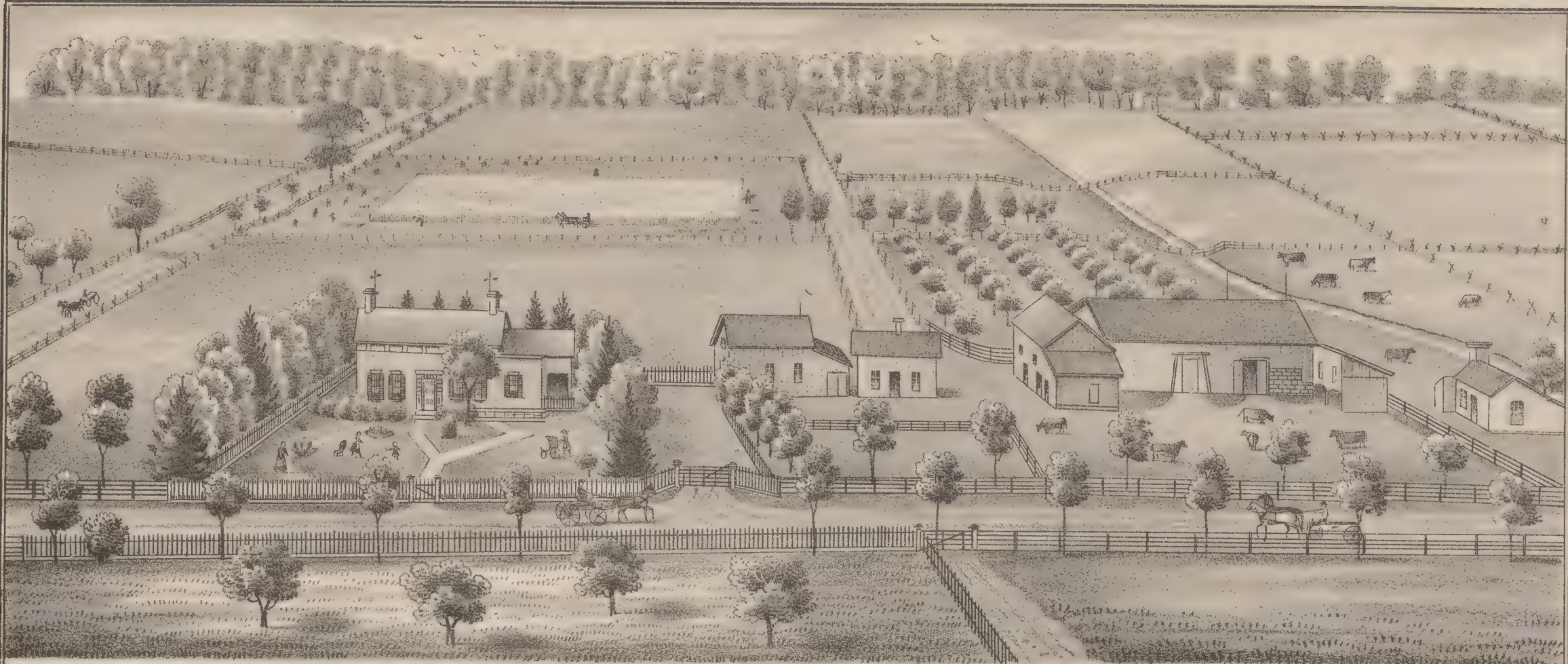
RESIDENCE OF **JAMES HOLDEN ESQ.** WHITBY, ONT., MANAGING DIRECTOR OF WHITBY, PORT PERRY & LINDSAY RAILWAY.



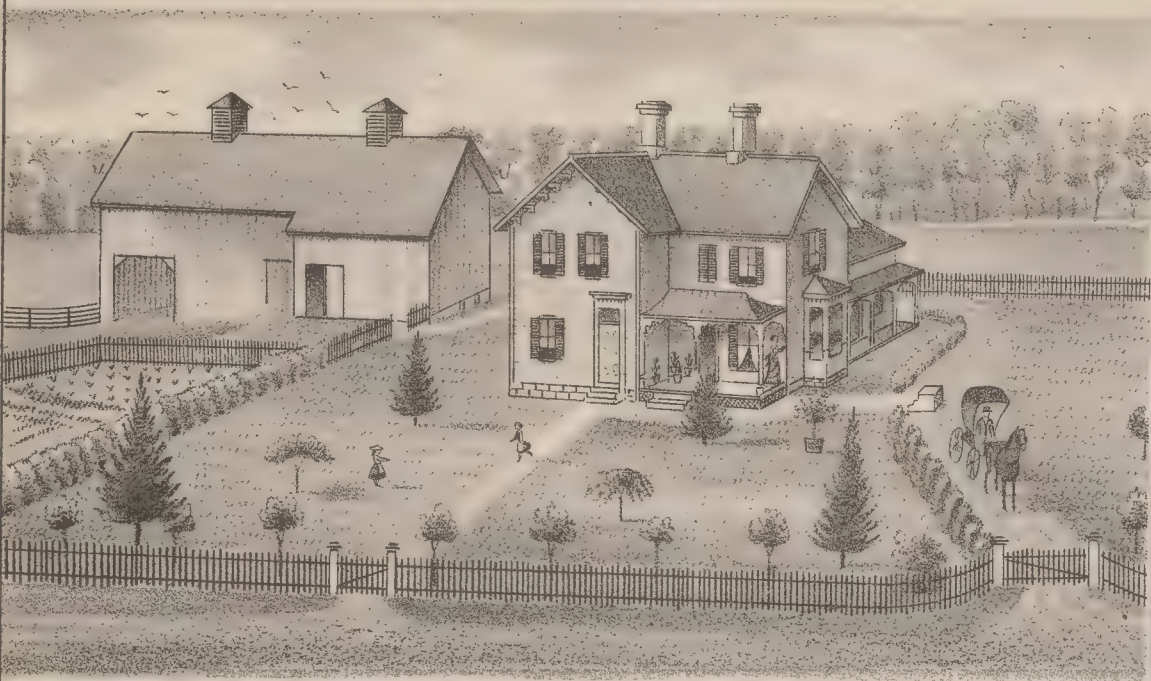
RESIDENCE OF **W.H. HIGGINS ESQ.** PROPRIETOR OF THE WHITBY CHRONICLE, WHITBY, ONTARIO CO.



MAP OF
PICKERING
TOWNSHIP



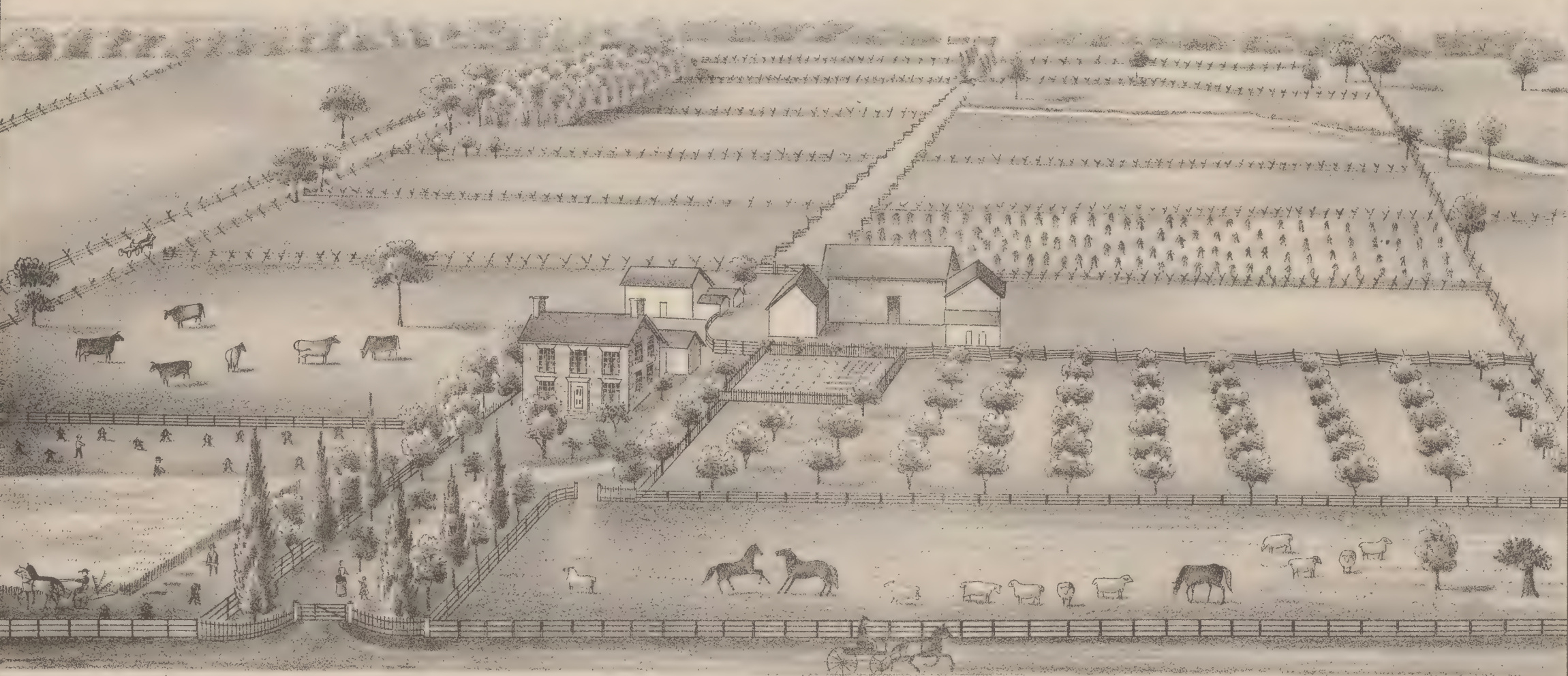
"MAPLE SHADE FARM," RES. OF **JOHN DRYDEN**; CON. 7, LOT 20, E. WHITBY TR. ONT.



RES. OF **ANDREW ORVIS**; CON. 1, LOT 35, WHITBY TR. ONT.



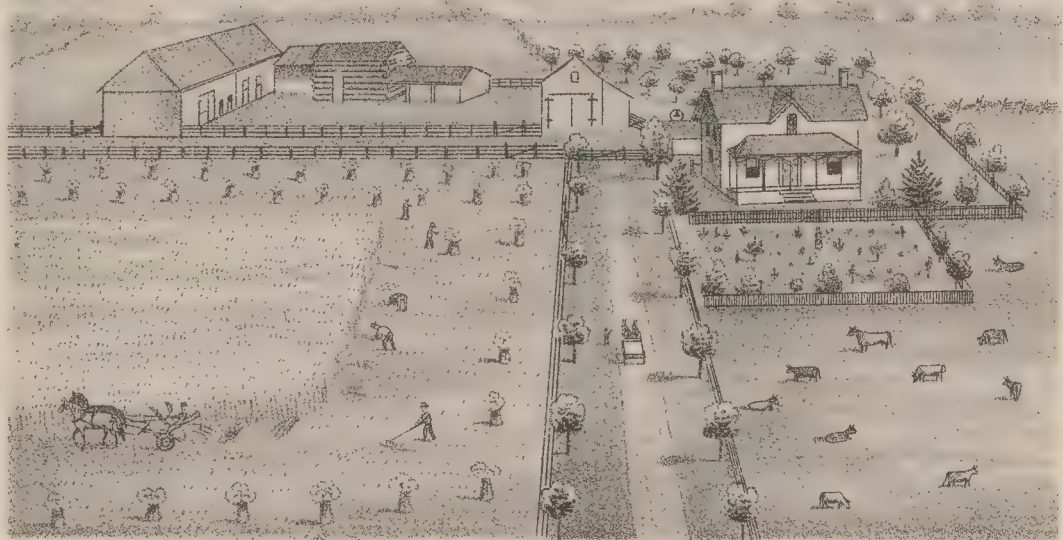
M. O'DONOVAN, MANUFACTURER OF FINE CARRIAGES, PHAETONS, BUGGIES, SLEIGHS & CUTTERS, WHITBY ONT.



"CHARNACHY," RES. OF **ANGUS MACKAY**; PICKERING TR. ONT.



RESIDENCE OF **JOHN ENGLISH**, EPSOM, REACH TP. ONTARIO CO.



FARM RESIDENCE OF **JOHN B. FEASBY ESQ.** REEVE, TP. UXBRIDGE ONT.



PLANK'S HOTEL, UXBRIDGE, ONTARIO CO. ONT. **A.J. WELLS**, PROPRIETOR.



FARM RESIDENCE OF **MRS. J. LINDSAY**, UXBRIDGE TP. ONTARIO CO.

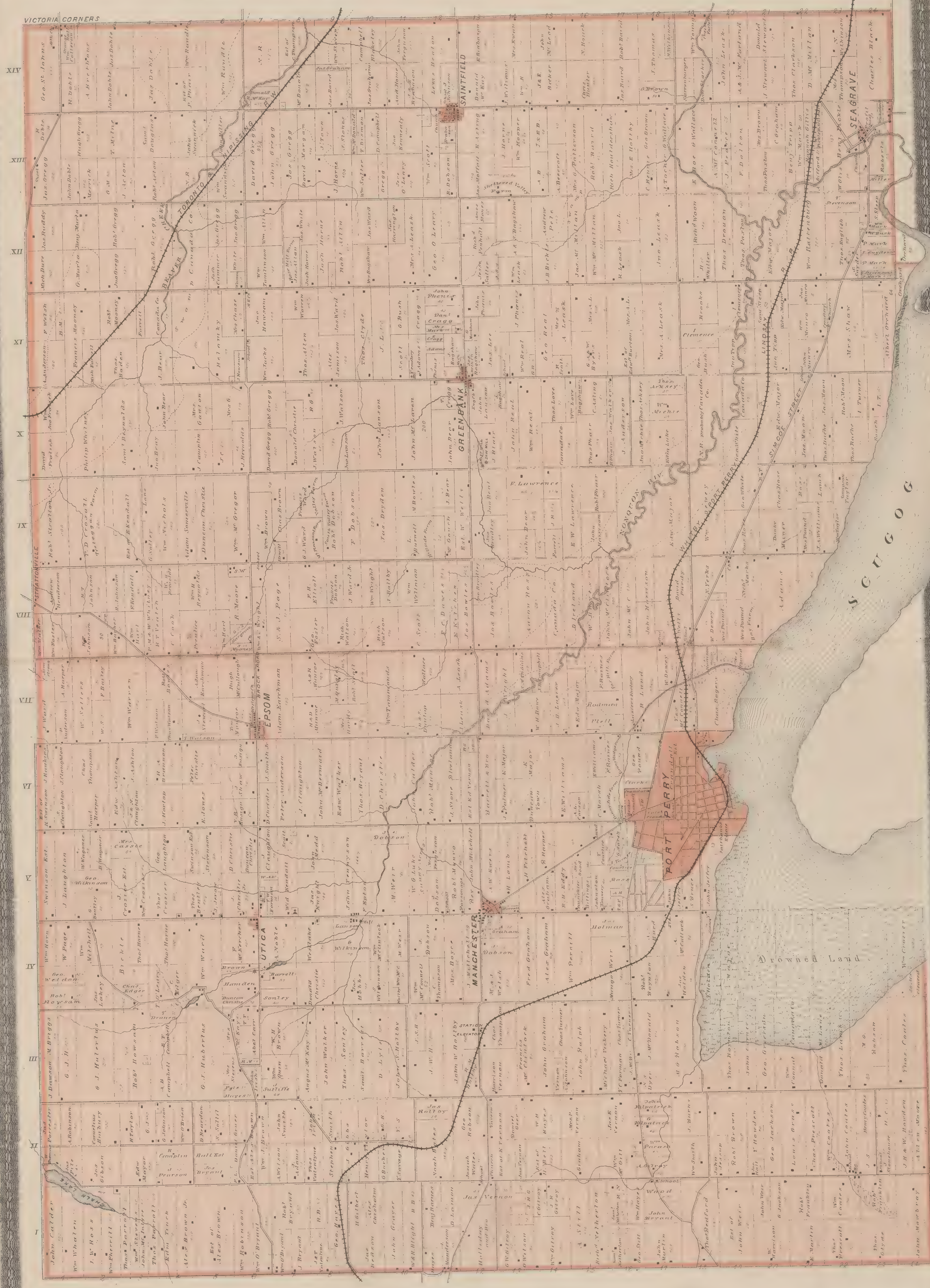


RESIDENCE & NURSERY GROUNDS OF **C.C. KELLETT**, PORT PERRY, ONT.



FARM RESIDENCE OF **THOMAS GRAHAM**, UXBRIDGE TP. ONT. CO.

MAP OF REACH TOWNSHIP





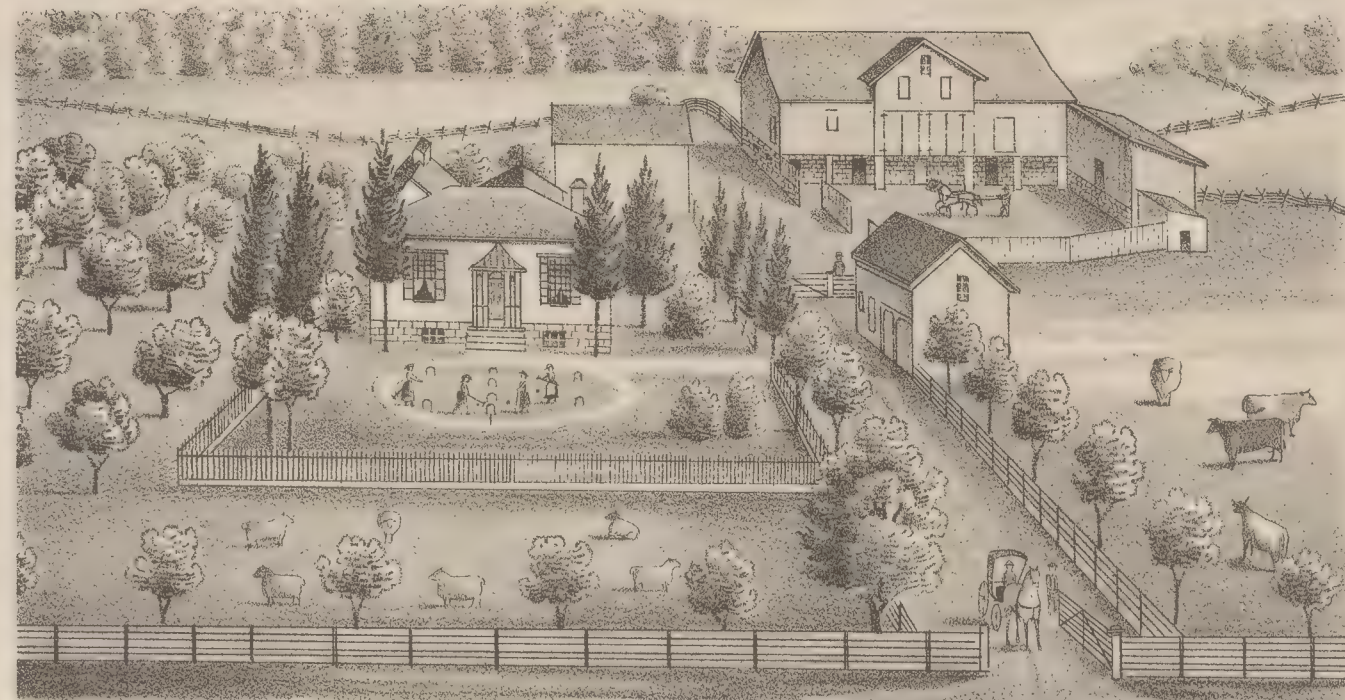
RES. OF E.A. BRADSHAW, CON 4, LOT 32, PICKERING TP. ONTARIO CO. ONT.



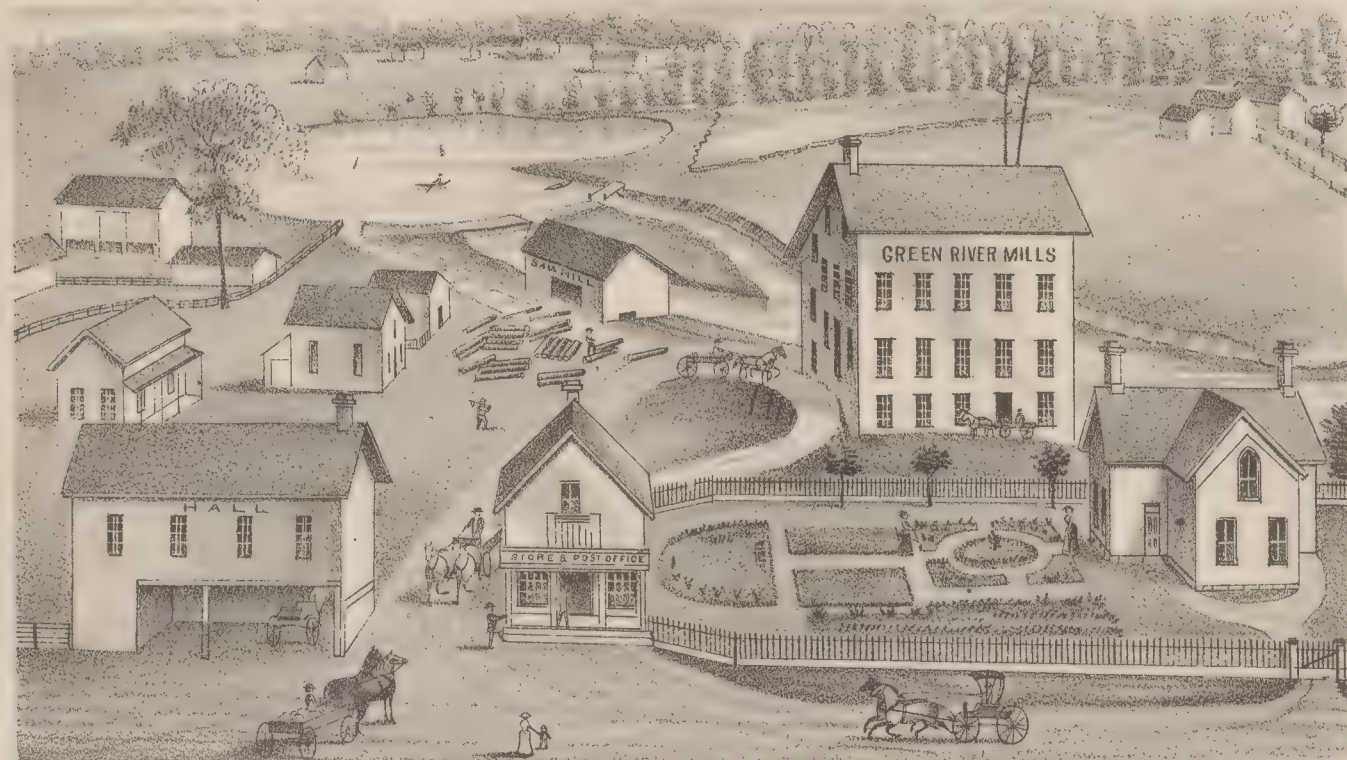
ELMDALE MILLS & RESIDENCE OF J.R. HOOVER, DEALER IN FLOUR & GRAIN: DUFFINS CREEK, ONT.



RESIDENCE & GRIST MILL OF **CHARLES PARISH ESQ.** CEDAR VALLEY, BROCK TP, ONT. CO.



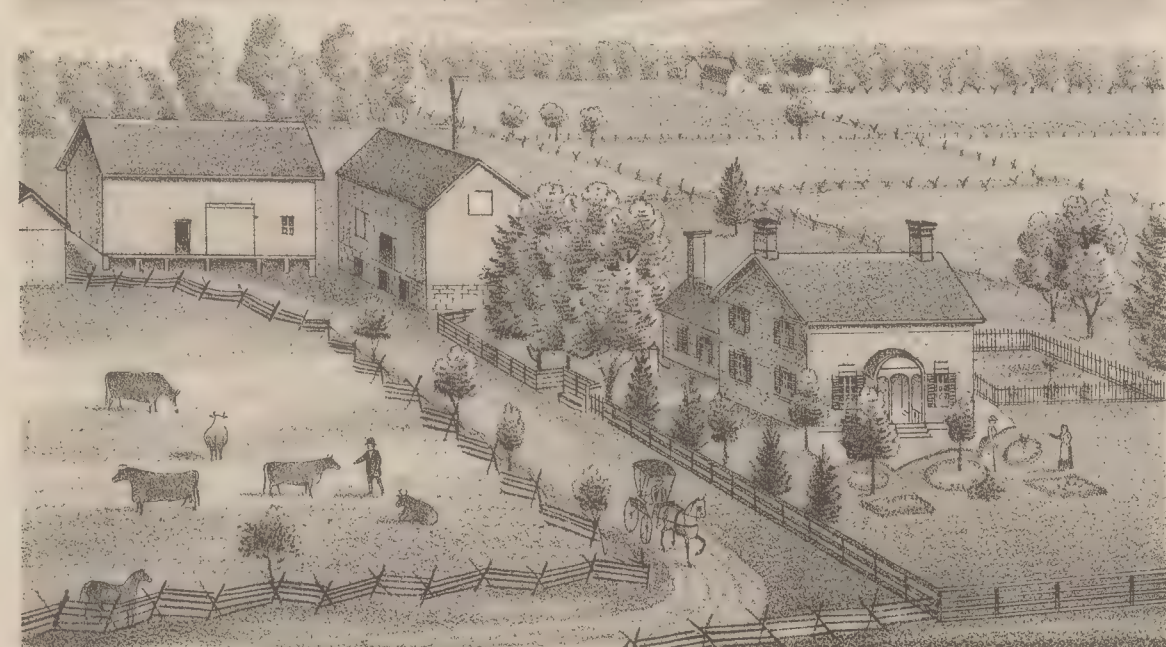
SPRING GROVE FARM; RES OF **JOHN SLEIGH**, CON 5, LOT 27, PICKERING TP.



GREEN RIVER MILLS, & RES. OF **P. R. HOOVER**, CON. 6 LOTS 34 & 35, PICKERING TP. ONT. CO.



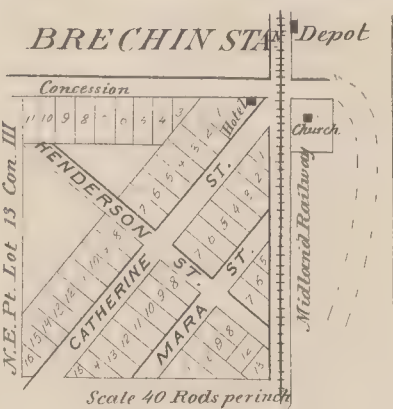
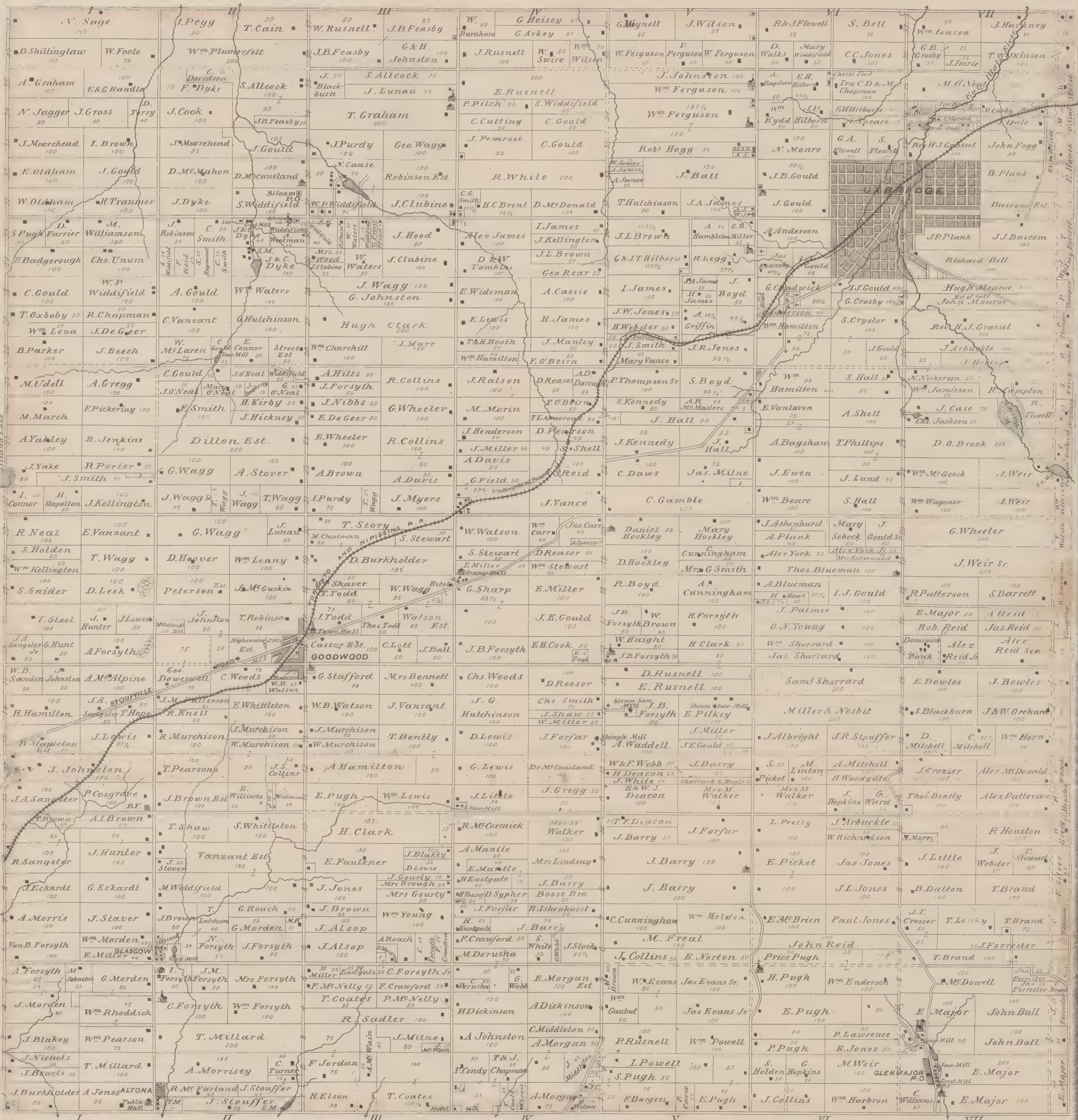
FAIRVIEW; RES. OF **D. L. BARCLAY**, CON. 7 LOT 15, PICKERING TP. ONT.



CHERRY WOOD FARM, RES OF **JAMES MCCREIGHT**, CON 3, LOT 30, PICKERING TP. ONT.



SUNDERLAND AGRICULTURAL WAREHOUSE, **JOHN POOL** PROPRIETOR



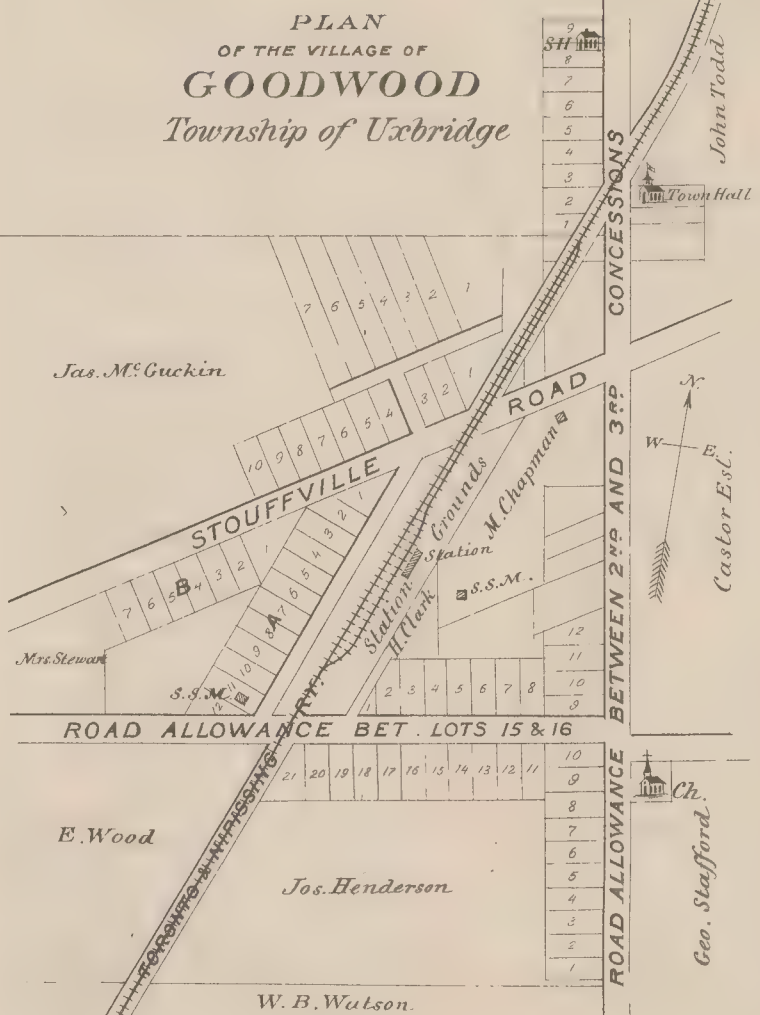
VILLAGE OF BRECHIN

MARA TP.

Scale 40 Rods per inch

PLAN OF THE VILLAGE OF GOODWOOD

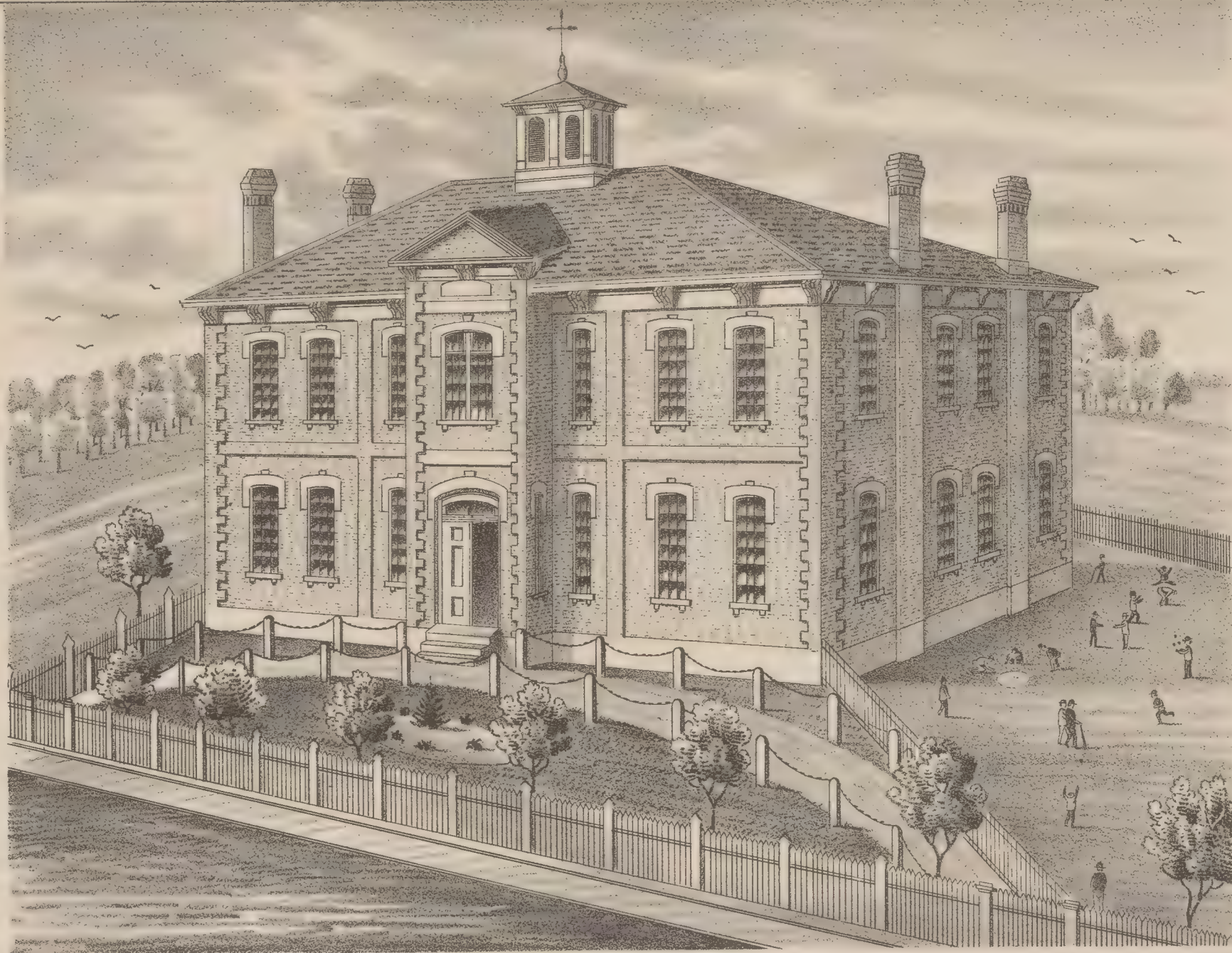
Township of Uxbridge



VILLAGE OF BROOKLIN

Scale 10 chains to 1 inch





UXBRIDGE HIGH & PUBLIC SCHOOL, ONTARIO CO. ONTARIO.



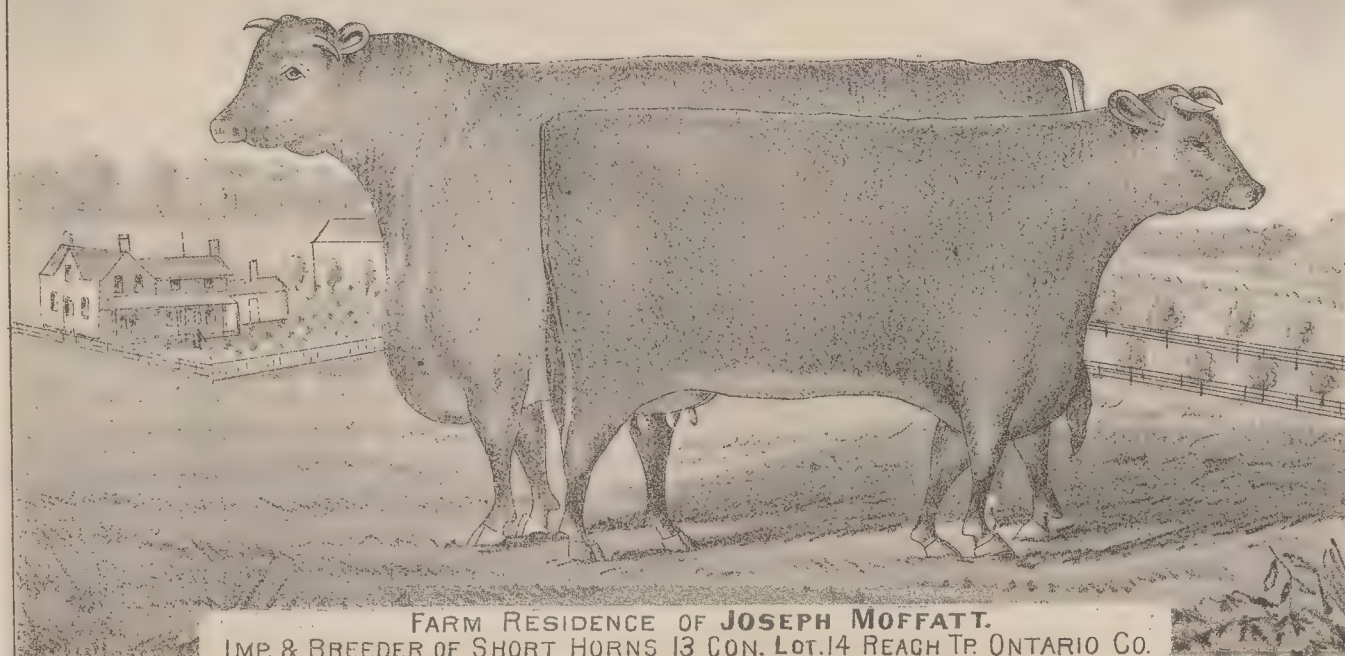
RESIDENCE OF **JOSEPH GOULD ESQ.**, UXBRIDGE; EX M. P. FOR NORTH ONTARIO, CANADA



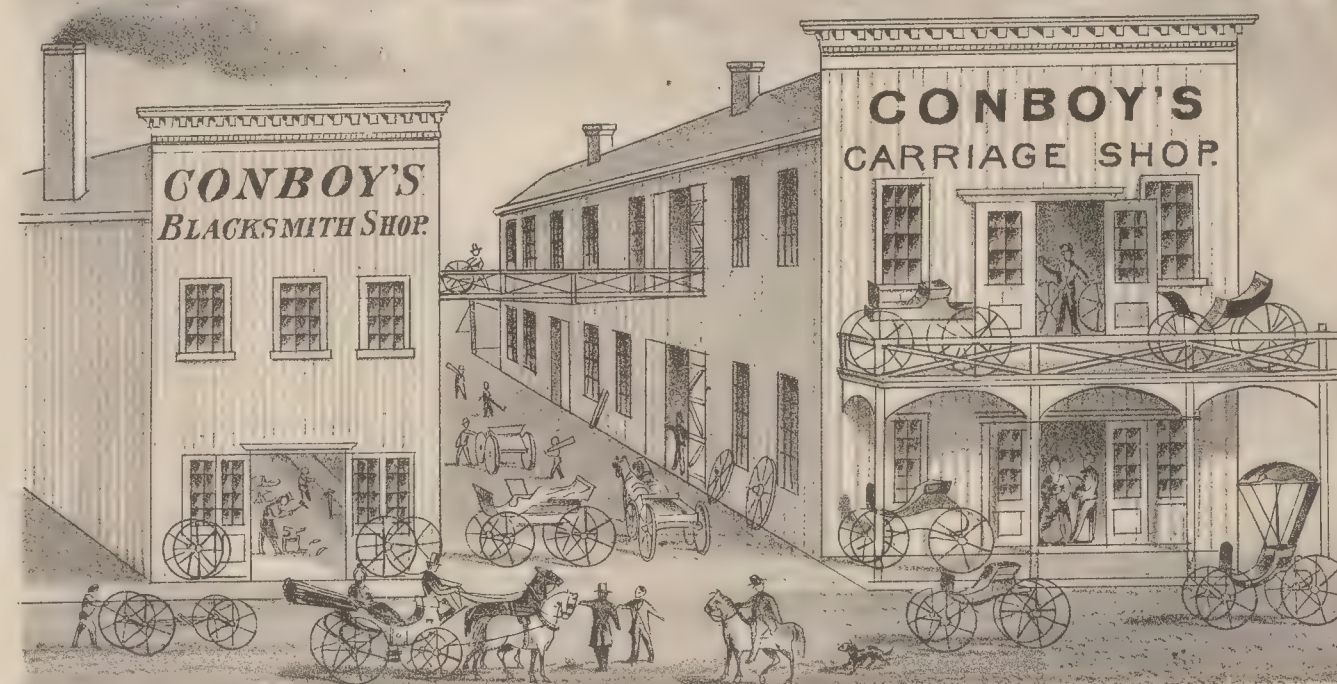
SAW MILL & RESIDENCE OF JOHN WEIR. LOT 22, CO. 7, UXBRIDGE TP.



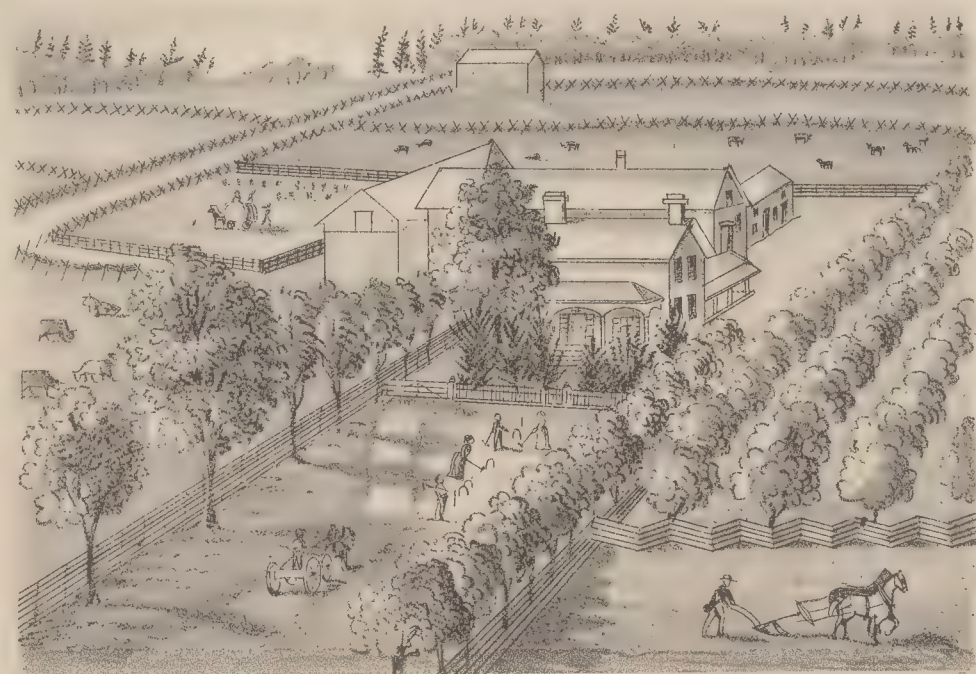
"BEECHENHURST," THE RESIDENCE OF DR. J.H. SANGSTER, PORT PERRY, ONTARIO CO. CANADA.



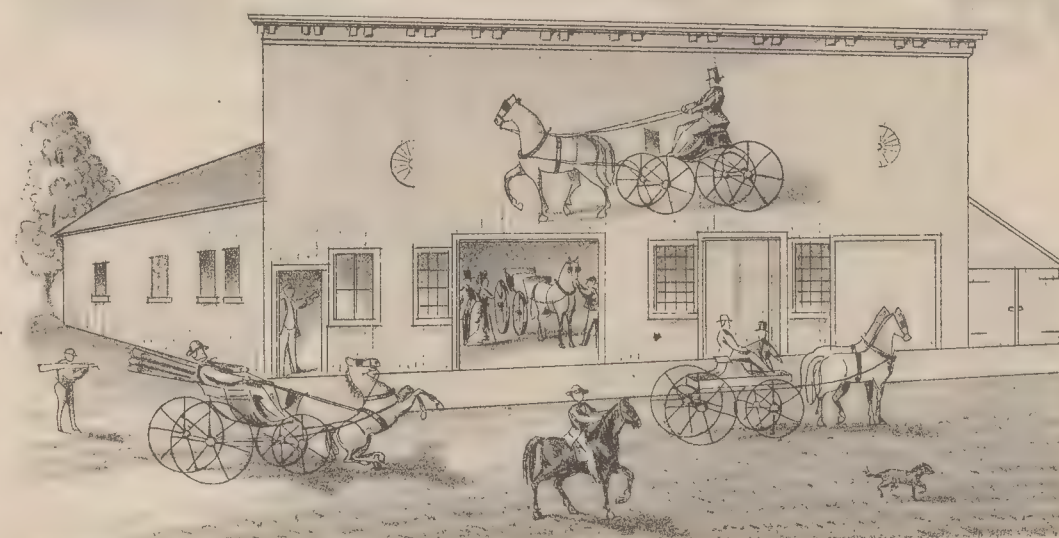
FARM RESIDENCE OF JOSEPH MOFFATT.
IMP. & BREEDER OF SHORT HORNS 13 CON. LOT 14 REACH TP. ONTARIO CO.
CROWN PRINCE NO 2929, MATCHLESS 22 AT 2 YEARS.



D. CONBOY, CARRIAGE AND SLEIGH BUILDER, MAIN ST. UXBRIDGE, ONTARIO.
WAS AWARDED FIRST PREMIUM; SILVER AND BRONZE MEDALS, DIPLOMAS, CERTIFICATES &c. &c.
FOR EXHIBIT. AT CENTENNIAL, PHILADELPHIA 1876.



FARM RESIDENCE OF JOHN MOWBRAY ESQ. REACH TP. ONTARIO CO. ONT.



C.M. KENZIE'S, LIVERY STABLES, PERRY ST. PORT PERRY, ONT.

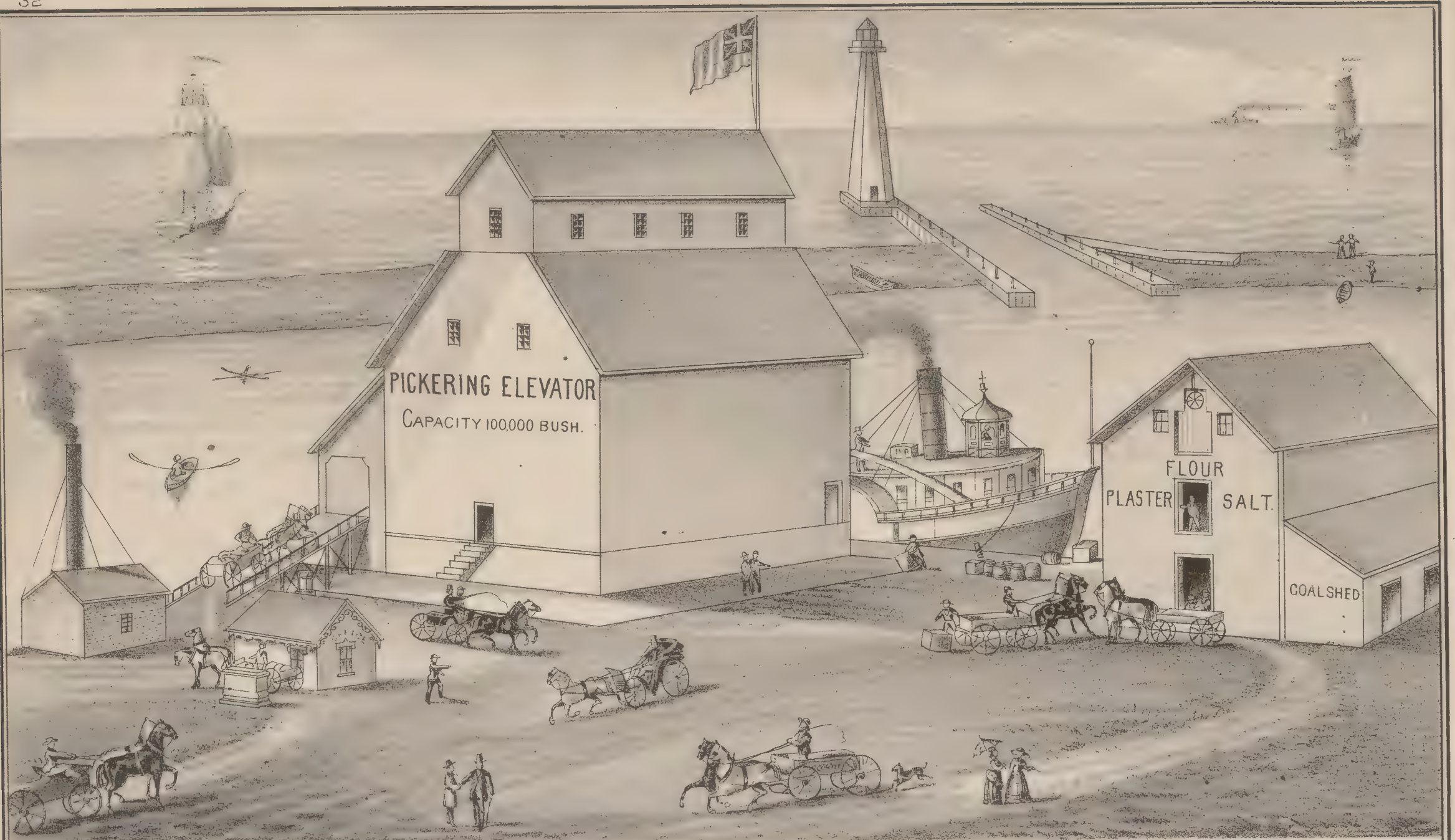
MAP OF SCOTT TOWNSHIP



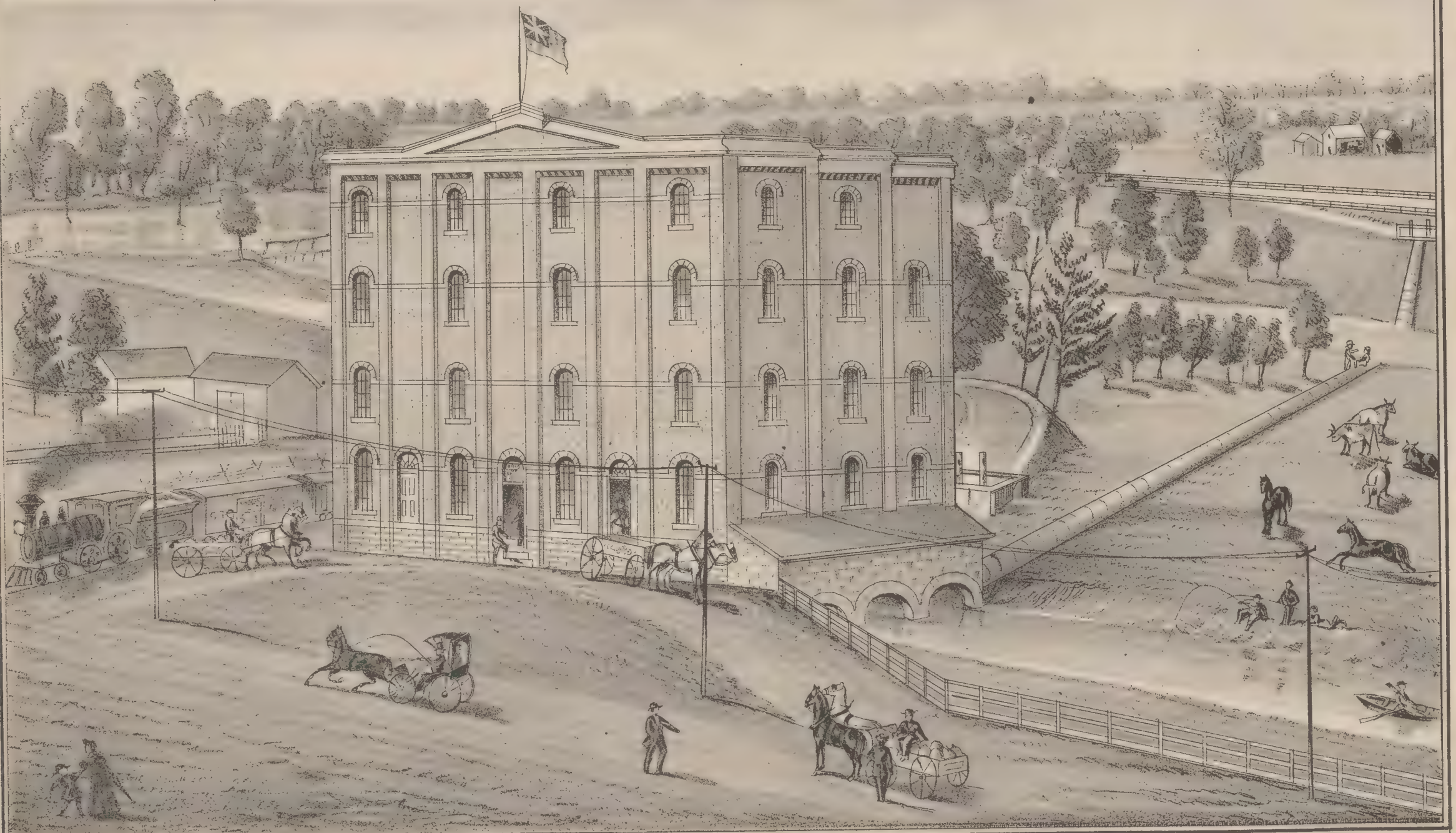
BEAVERTON

Scale 40 Rods an Inch

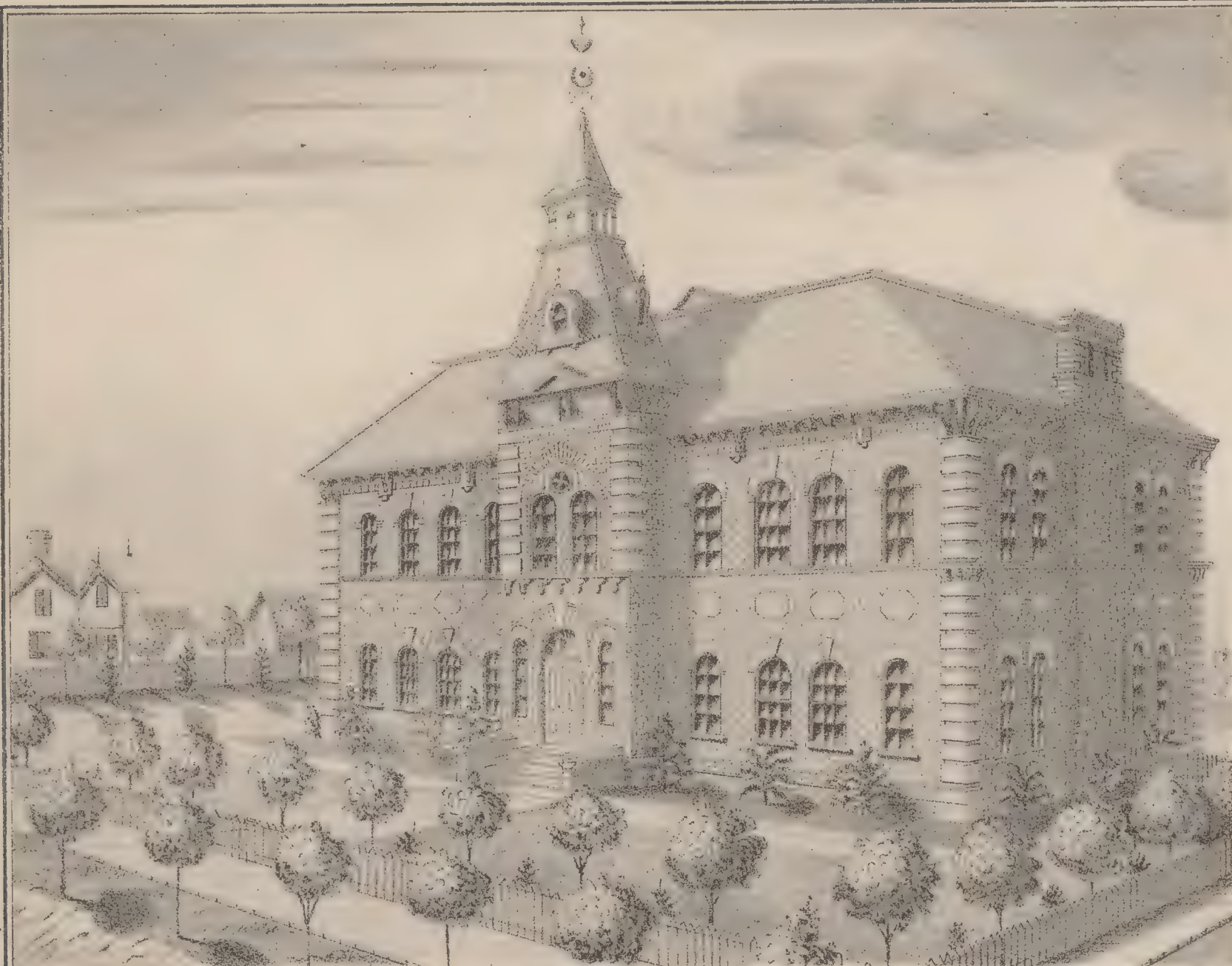




THE PICKERING HARBOUR CO'S ELEVATOR, FRENCHMANS BAY.
J.H.M^C CLELLAN PRES^T PRODUCE & COMMISSION MERCHANT, LIVERPOOL MARKET P.O. ONT.



SPINK MILLS, W. & J. SPINK PROP'S, DUFFINS CREEK, ONT.
MANUFACTURING CAPACITY 250 BBL'S PER DAY.



PORT PERRY **HIGH AND PUBLIC SCHOOL**, ONTARIO CO. ONT.



PRIVATE RESIDENCE OF **JOSEPH BIGELOW ESQ.**, MERCHANT, PORT PERRY, ONT.



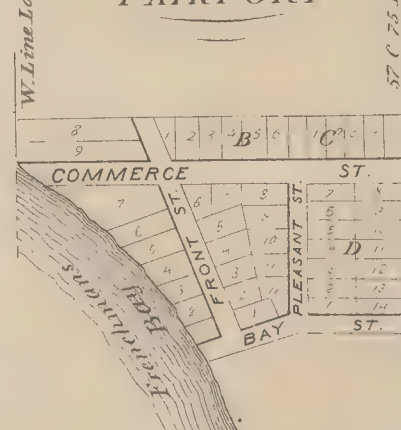
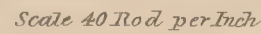
RESIDENCE OF **J.C. WIDDIFIELD ESQ.**, UXBRIDGE, ONTARIO CO., ONTARIO



BLACKSMITH & CARRIAGE SHOPS OF **P. MORTSON**, ROSEVILLE, UXBRIDGE, TP. ONT. CO.



FARM RESIDENCE OF **C.C. JONES ESQ.**, LOT 36, CON. 6, UXBRIDGE TP., ONT. CO.





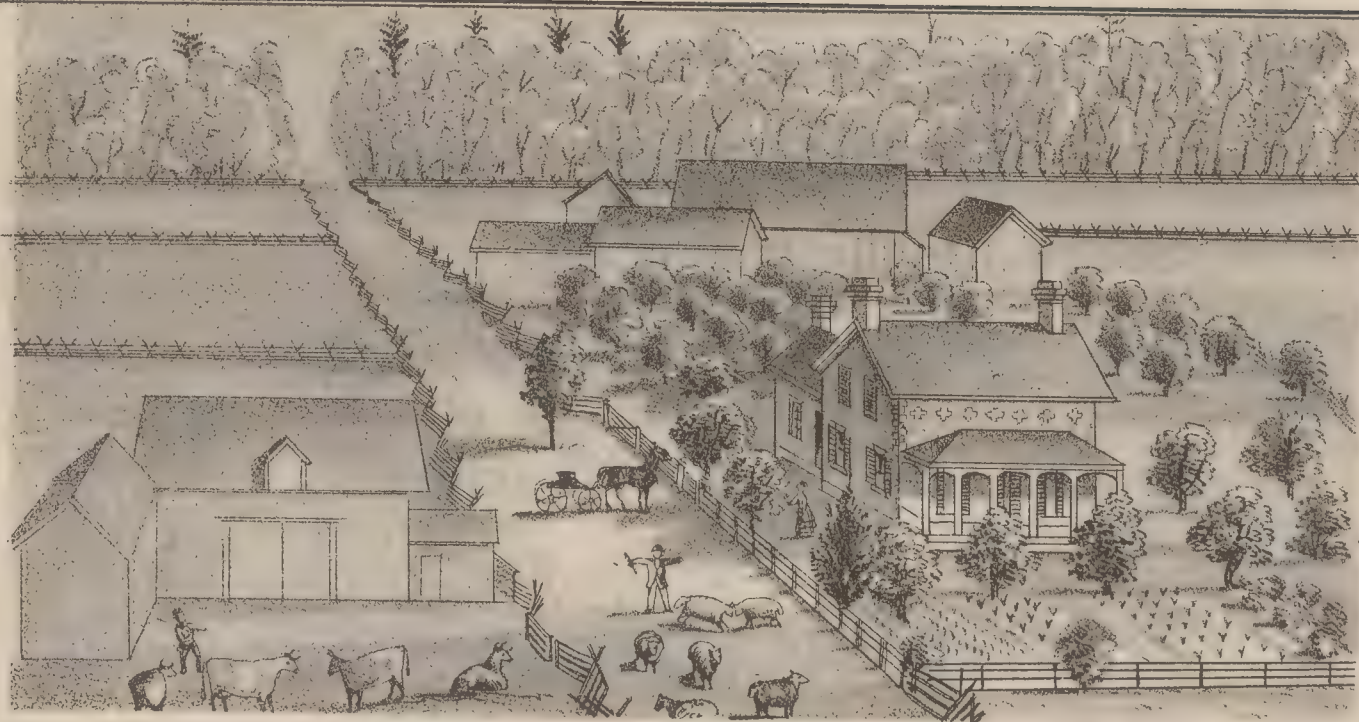
FARM RES. OF **SAM. JONES** CON. 8, LOT 7, PICKERING TP. ONT.



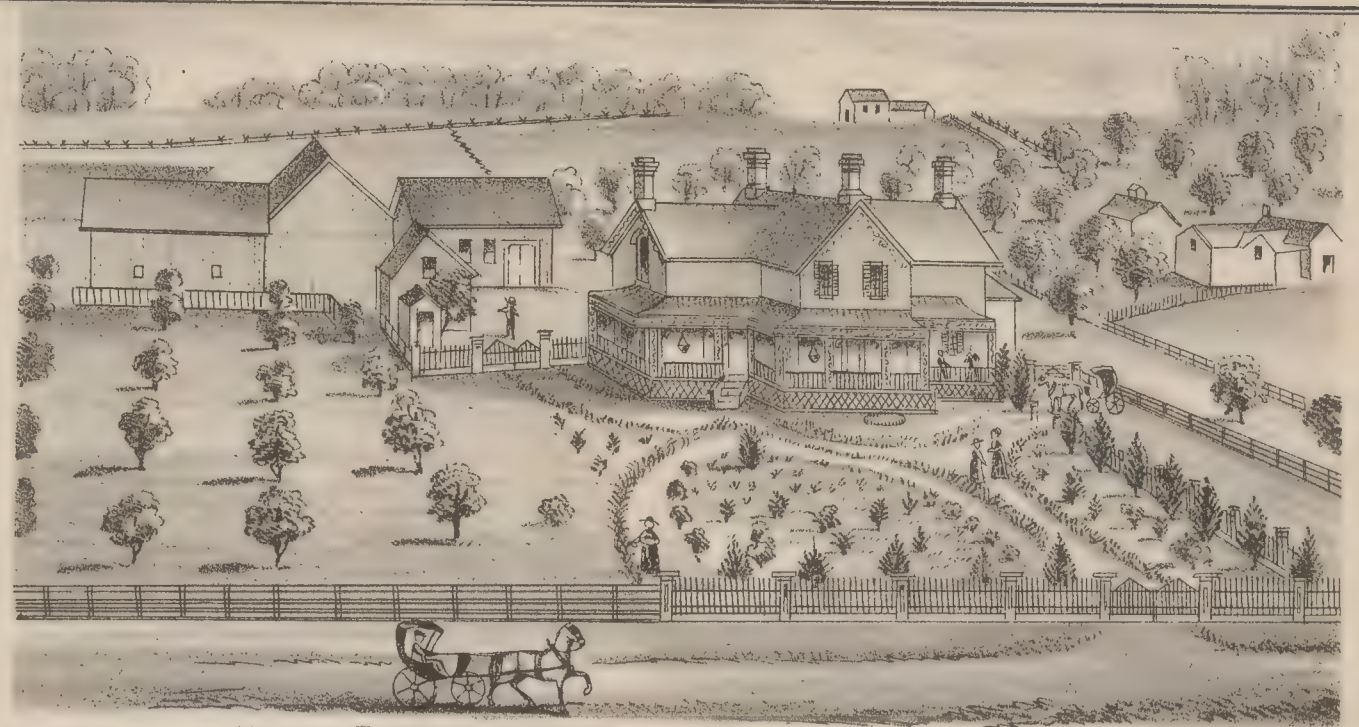
FARM RES. OF **JAS. L. PALMER**, CON. 2, LOT 20, PICKERING TP. ONT. FARM RES. OF **JOHN HAIGHT, J.R.**, CON. 3, LOT 14 PICKERING TP. ONT.



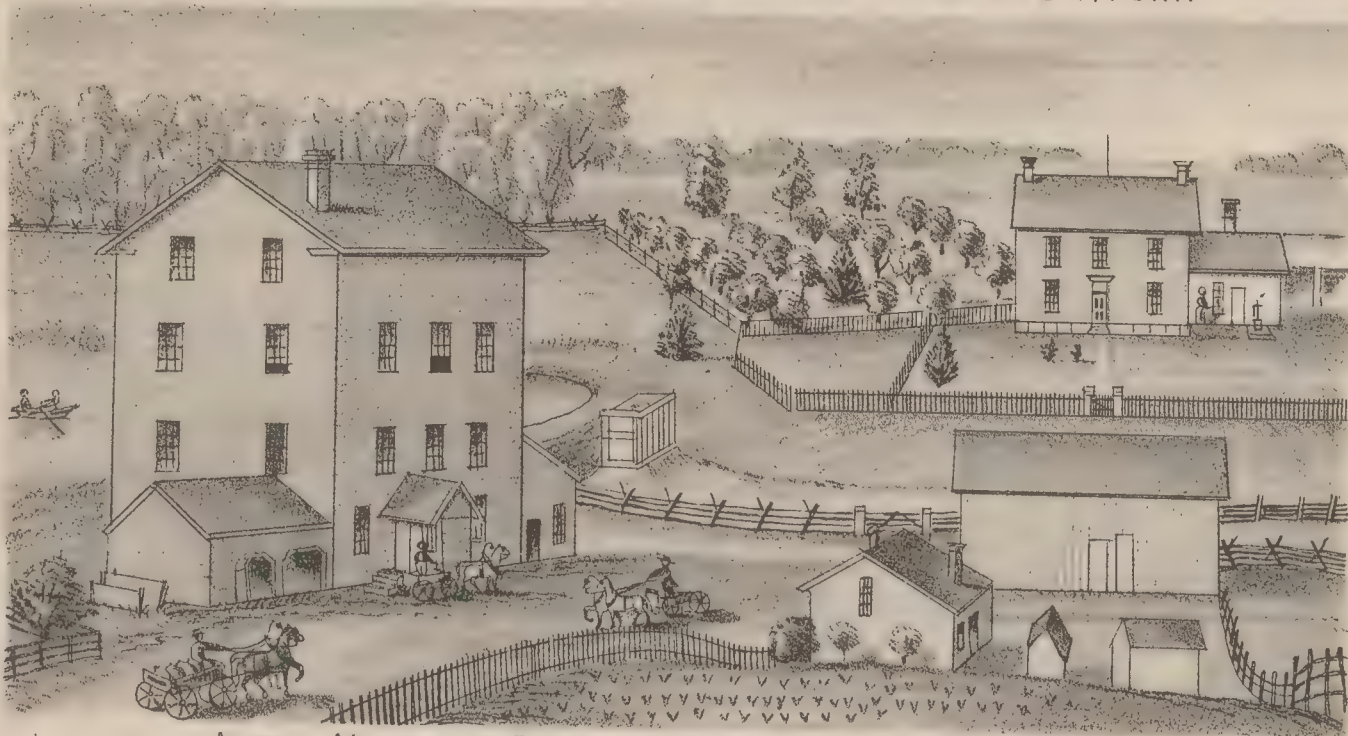
WOOD HALL; RES. OF **ALEXANDER WADDELL**: CON. 9, LOT 11, PICKERING TP. ONT.



RES. OF JAMES MIDDLETON, CON. 6, LOT 28, PICKERING TP. ONT.



HOME OF E.G. BARCLAY, CON. 6, LOT 19, PICKERING TP. ONT. CO.



ALTONA MILLS AND RES. OF A. REESOR, ALTONA, PICKERING TP. ONT.



CARRIAGE WORKS OF JAS. EMANEY ESQ, PORT PERRY, ONT. CO. ONTARIO.

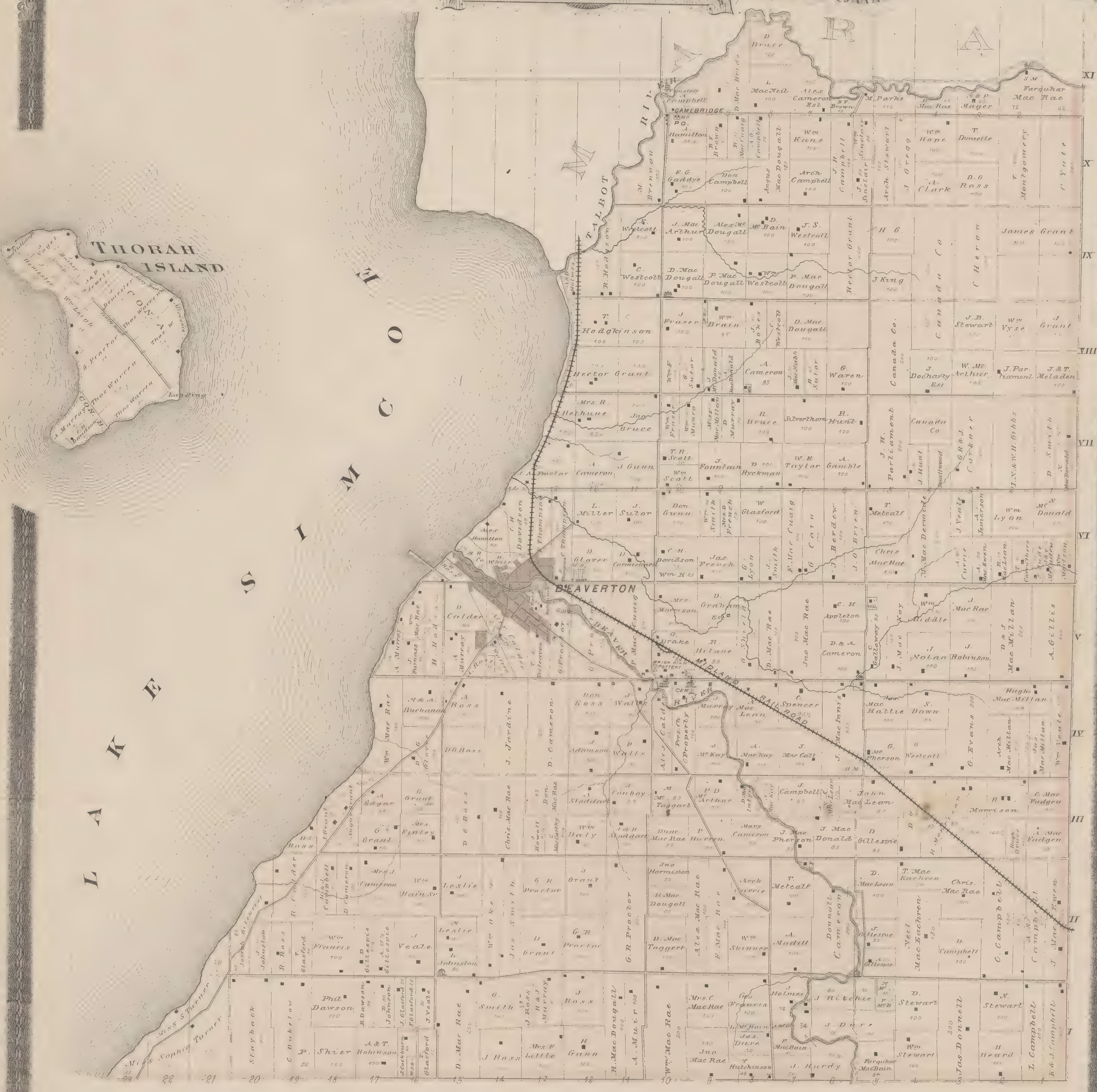


STATESMAN THE 2ND & MAIDEN AT 4 YEARS; THE PROPERTY OF W. SHIER ESQ. BROCK TP. ONT. CO.



RESIDENCE OF JOSHUA WRIGHT ESQ. PRINCE ALBERT, ONT. CO.

MAP OF THORAH TOWNSHIP



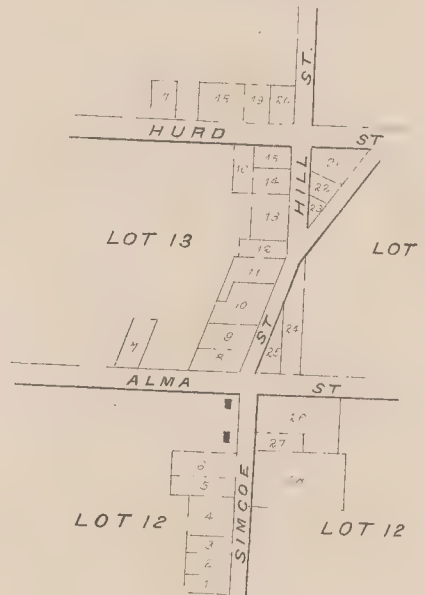
PLAN OF CEDAR DALE
LOT 10, BROKEN FRONT
10 CHAINS INCH



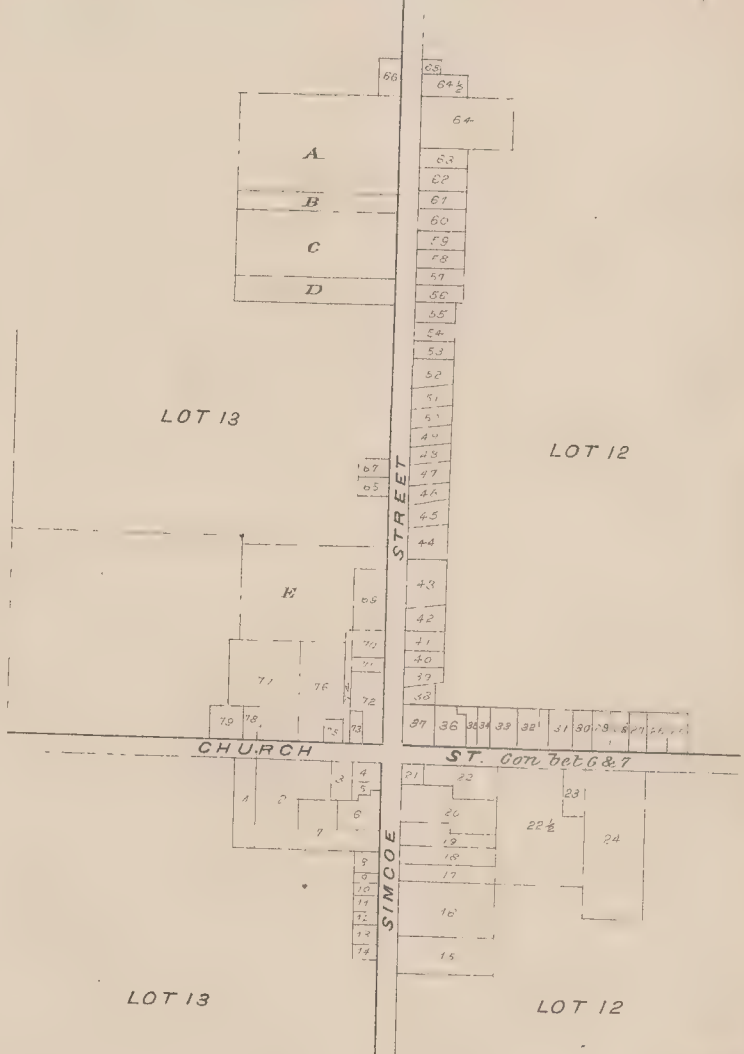
VILLAGE OF HARMONY
EAST WHITBY TP.
Scale 10 Ch. to an Inch

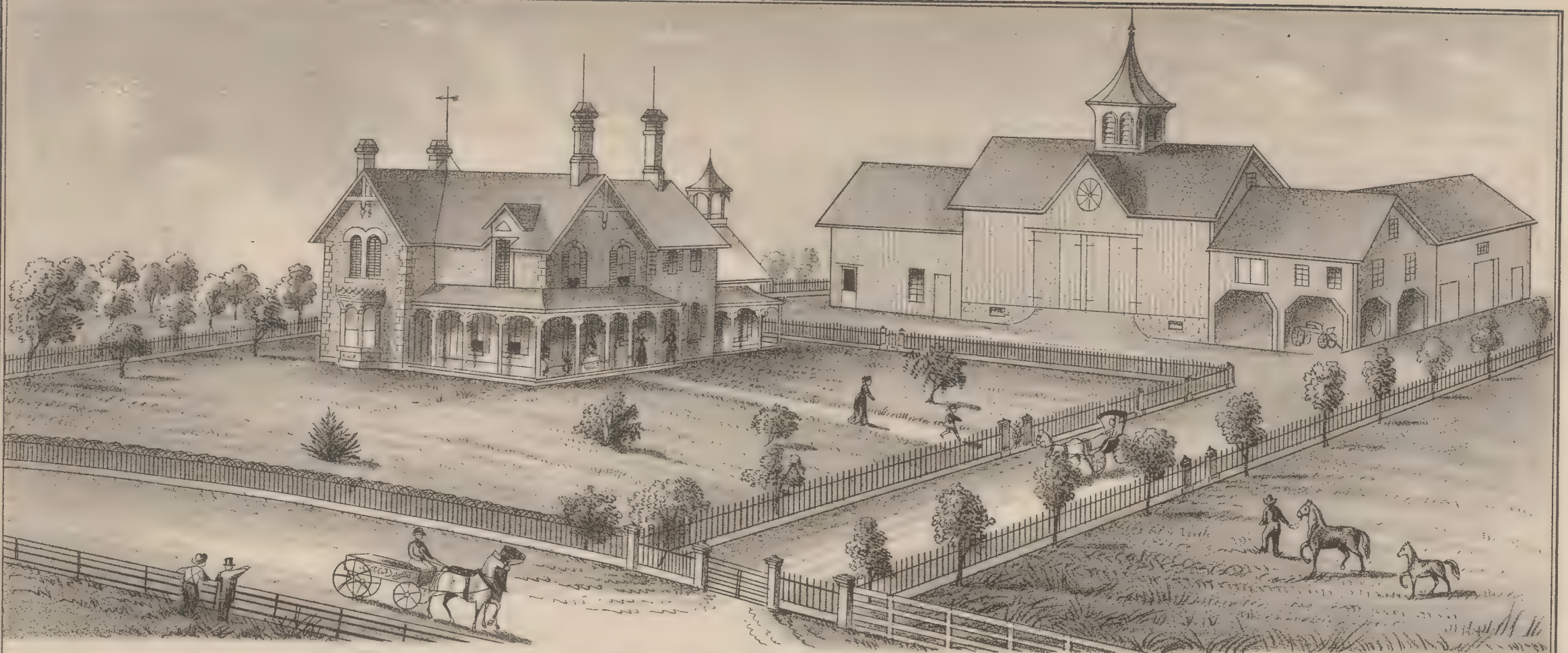


VILLAGE OF RAGLAN
EAST WHITBY TP.
Scale 40 Rod. per Inch



VILLAGE OF COLUMBUS
EAST WHITBY TP.
Scale 10 Chains per Inch





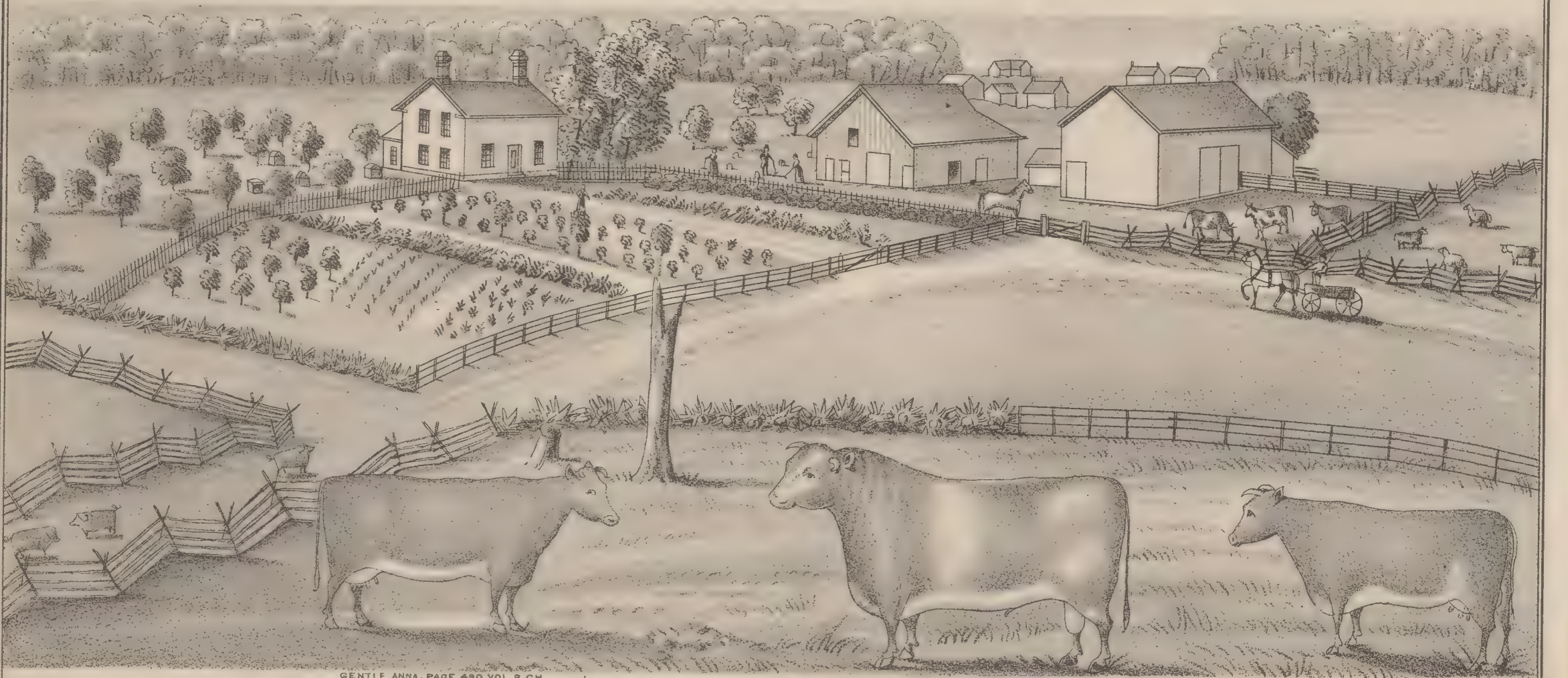
FARM RES. OF JOSEPH MONKHOUSE, CON. 9, LOT 32, PICKERING TP. ONT.



FARM RESIDENCE OF GEORGE SHIER ESQ. BROOK TP. ONT. CO.



GREEN WOOD MILLS, S. J. GREEN, PROP, GREEN WOOD, PICKERING TP. ONT.



GREENRIVER STOCK FARM, RES. OF JNO. WILSON, CON. 5, LOT 33, PICKERING TP. ONTARIO CO.

GENTLE ANNA, PAGE 480 VOL 2 CH.

BARRINGTON BUTTERFLY N. (2728)

MAID OF GREENRIVER.



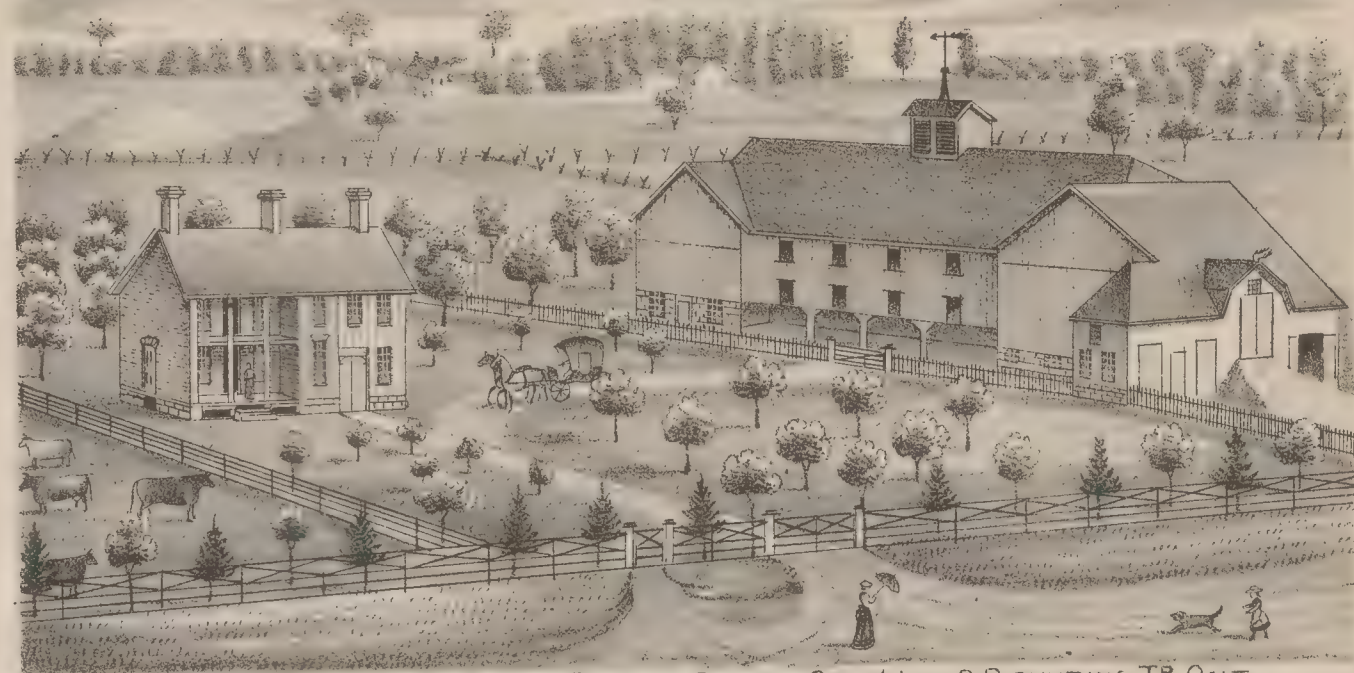
MILLS AND RES. OF **J.B. BICKELL**, CON. 6, LOT 24, WHITBY T^P ONT.



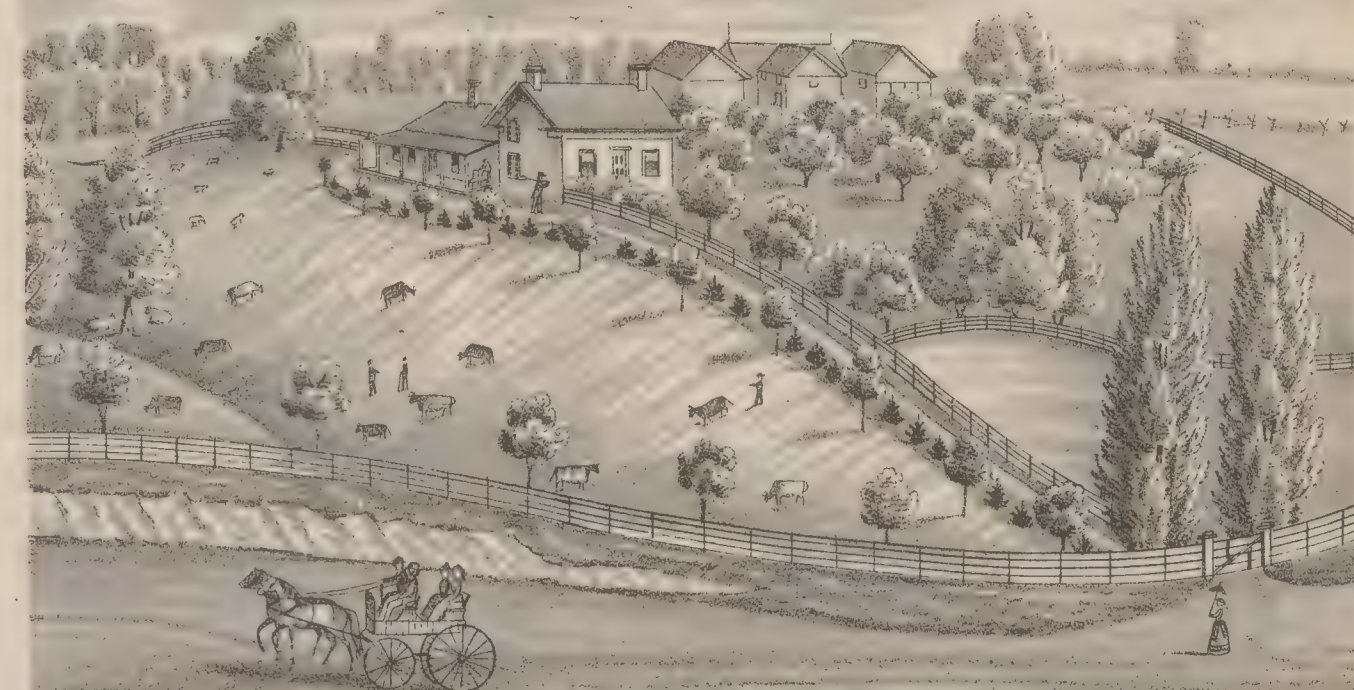
FARM RESIDENCE OF **JOHN SMITH ESQ.**, CON. 8, LOT 13, WHITBY T^P ONT. CO.



CUMBERLAND HILL FARM; THE RESIDENCE OF **W. THOMPSON ESQ.**, CON. 9, LOT 5, WHITBY T^P



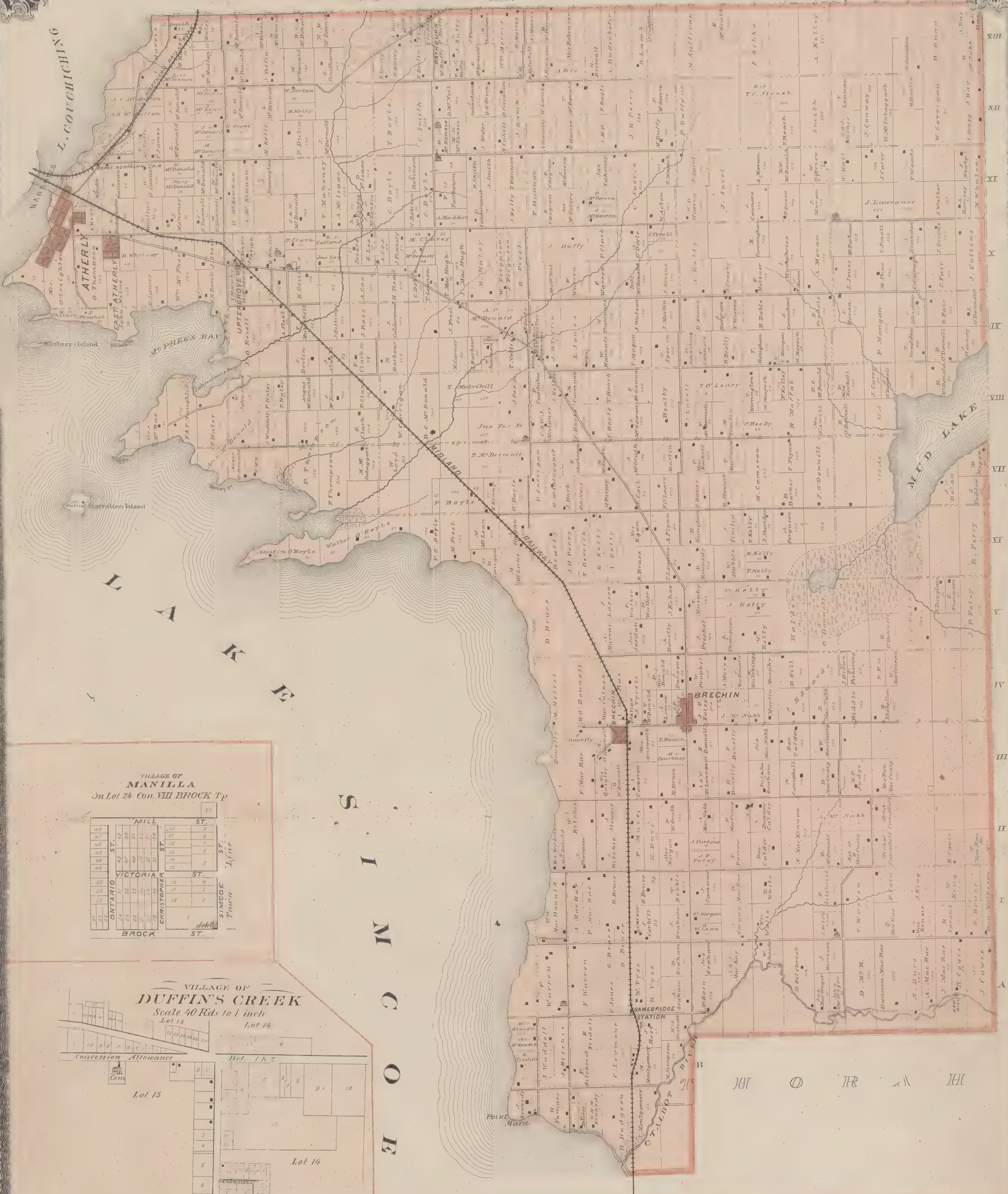
PLEASANT VIEW FARM; RES. OF **SELAH ORVIS**, CON. 4, LOT 3, PICKERING T^P ONT.



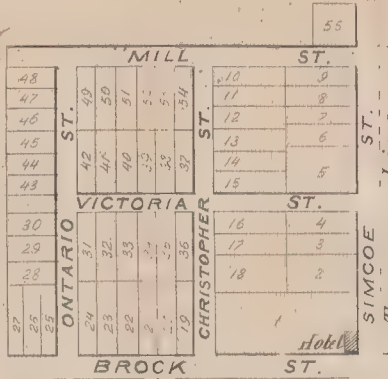
FARM RESIDENCE OF **Geo. ORMISTON ESQ.**, CON. 9, LOT 10, WHITBY T^P ONT. CO.



FARM RESIDENCE OF **JAMES SHAND ESQ.**, CON 5 LOT 13 WHITBY T^P ONT CO.



VILLAGE OF MANILLA
On Lot 24 Con. VII Brock Tp



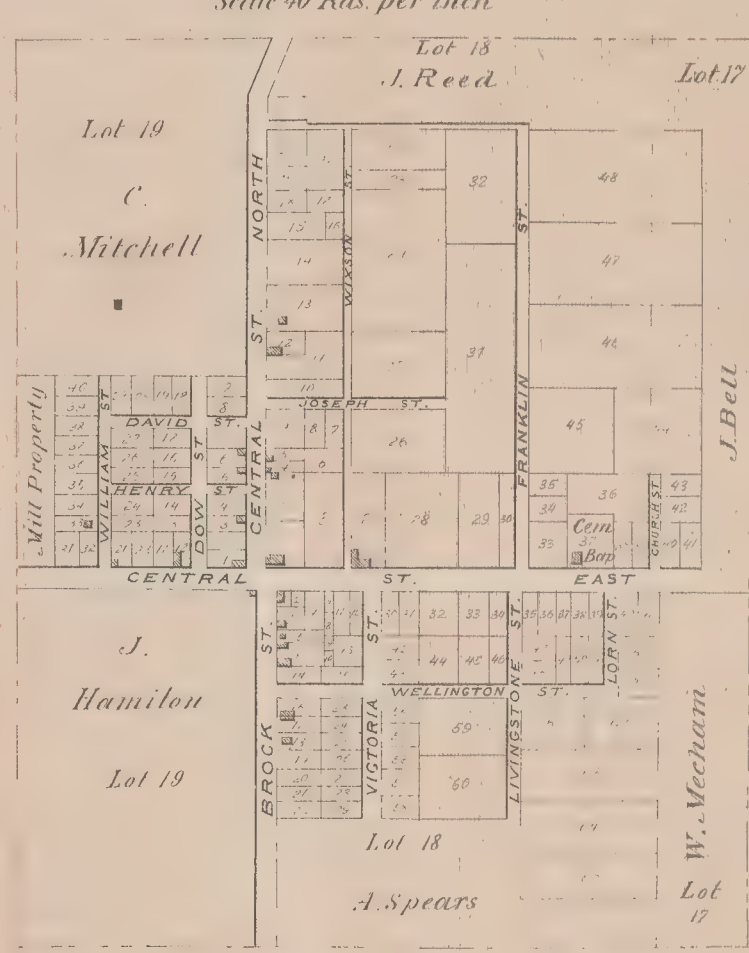
VILLAGE OF DUFFIN'S CREEK
Scale 40 Rds to 1 inch

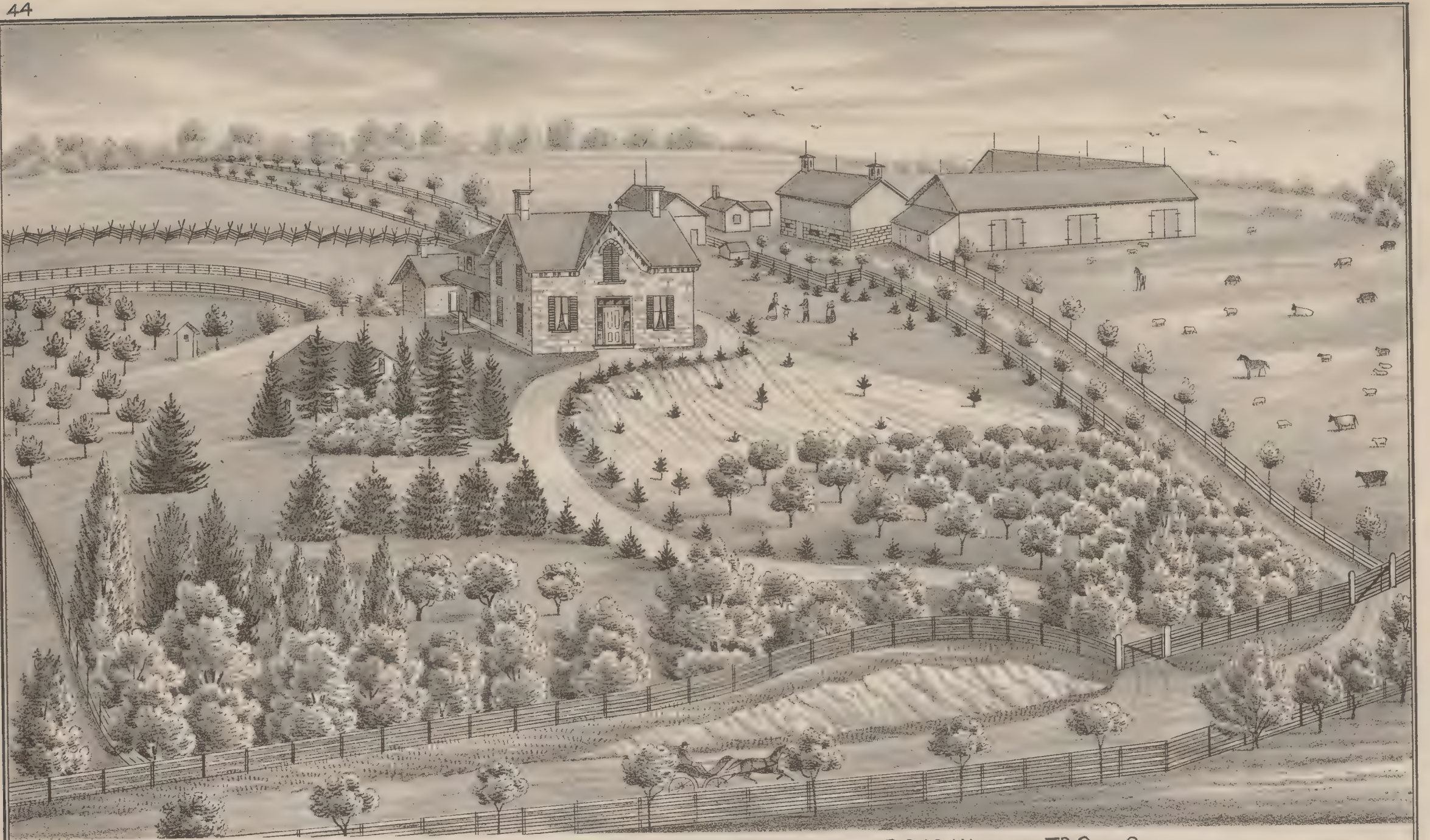


VILLAGE OF VROOMANTON
BROCK Tp

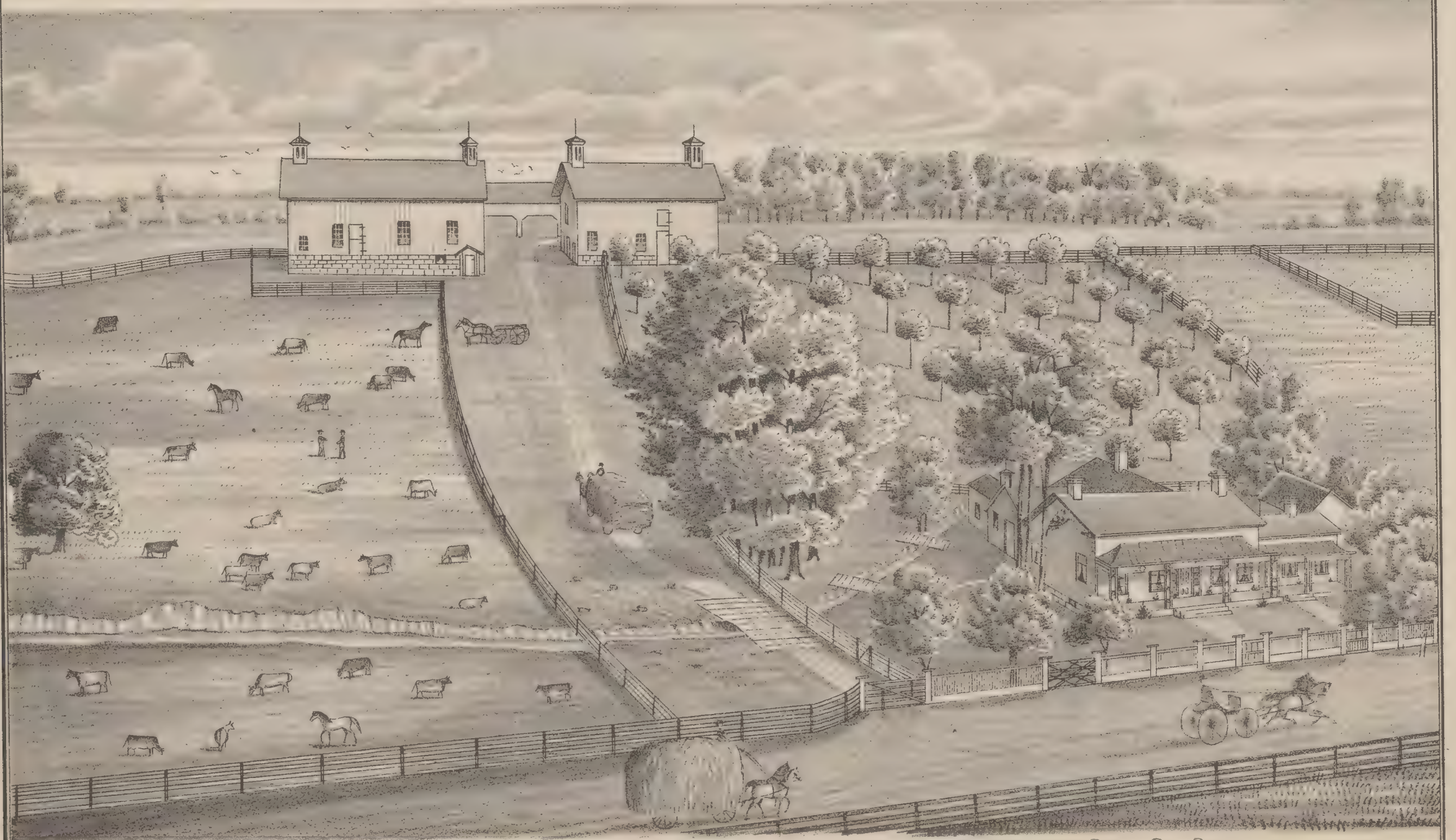


VILLAGE OF CLAREMONT
Scale 40 Rds. per inch





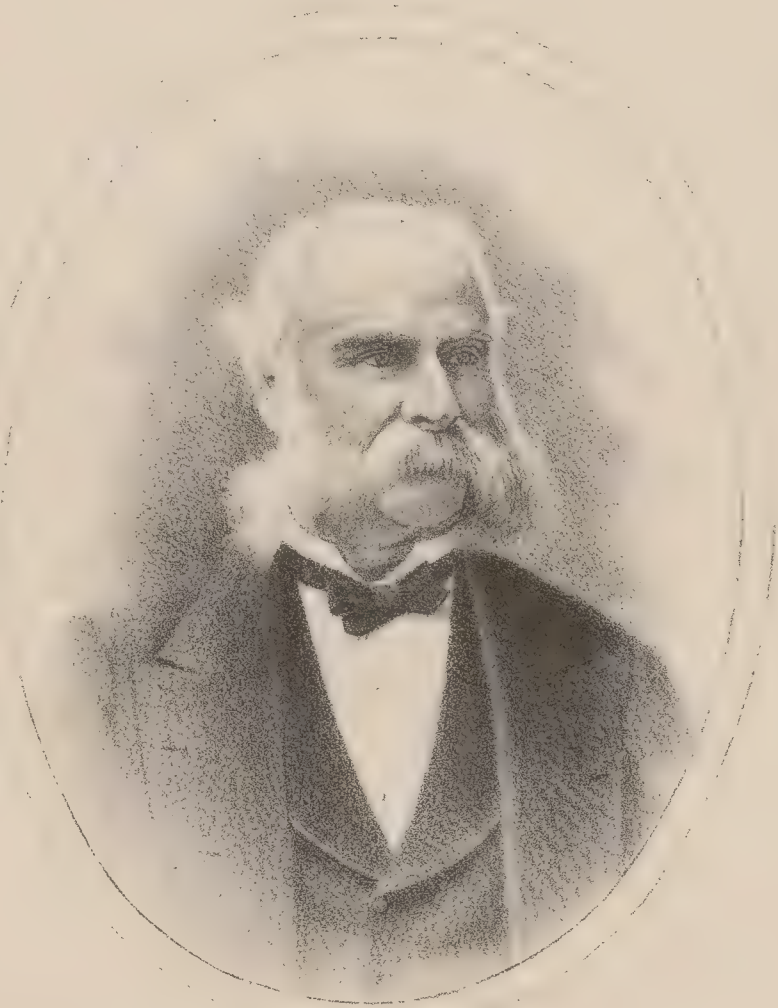
FARM RESIDENCE OF **J.D.HOWDEN ESQ.**, CON. 7, LOTS 15 & 16 WHITBY T^P ONT. CO.



FARM RESIDENCE OF **WILLIAM SMITH ESQ.**, CON. 7, LOT 13, EAST WHITBY ONT. CO. ONT.



W. H. Gibbs.



Wm. H. Gibbs

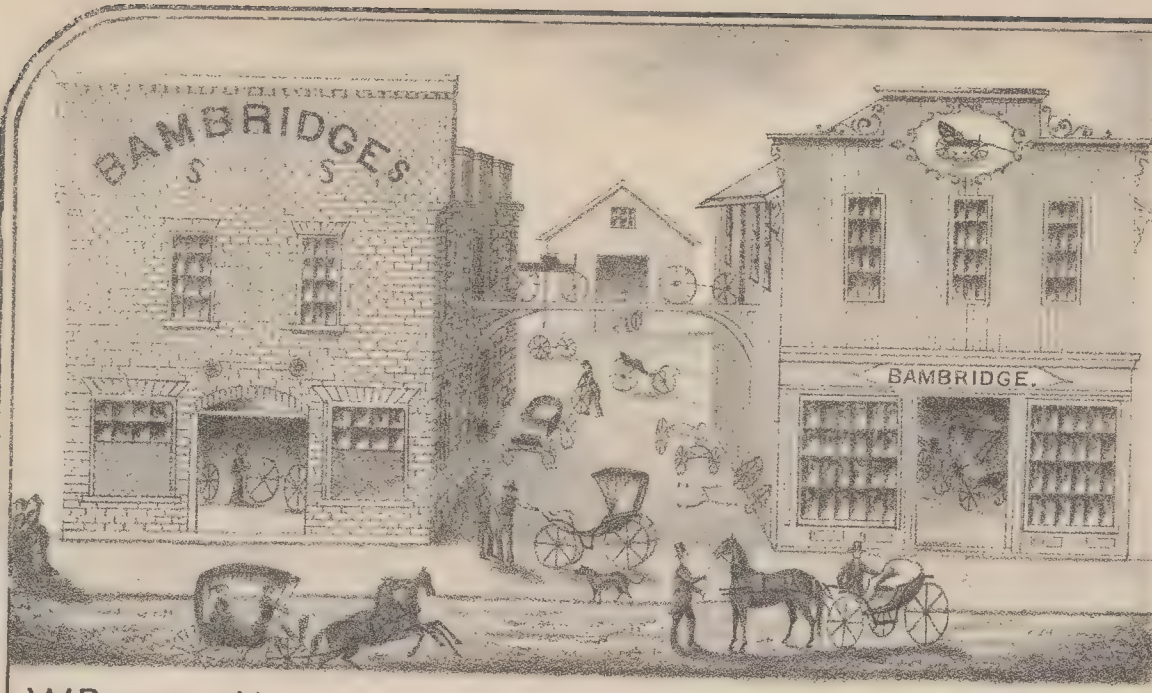


Joseph Gould



PLAN OF PORT PERRY

Scale 12 3/4 chains to an inch.



W. BAMBRIDGE, MANUFACTURER OF FIRST CLASS CARRIAGES ONLY; OSHAWA, ONT.



SURGERY & RES. OF R. JONES M.D. CORONER, PHYSICIAN, SURGEON & C., QUEEN ST. PORT PERRY, ONT.



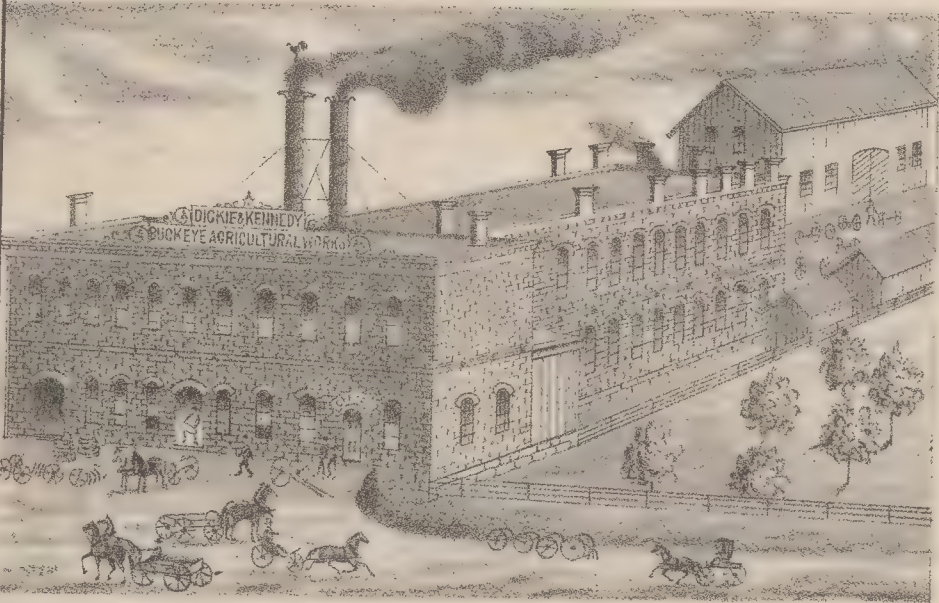
FARM RESIDENCE OF JOHN STEWART, MARA TP. ONT. CO.



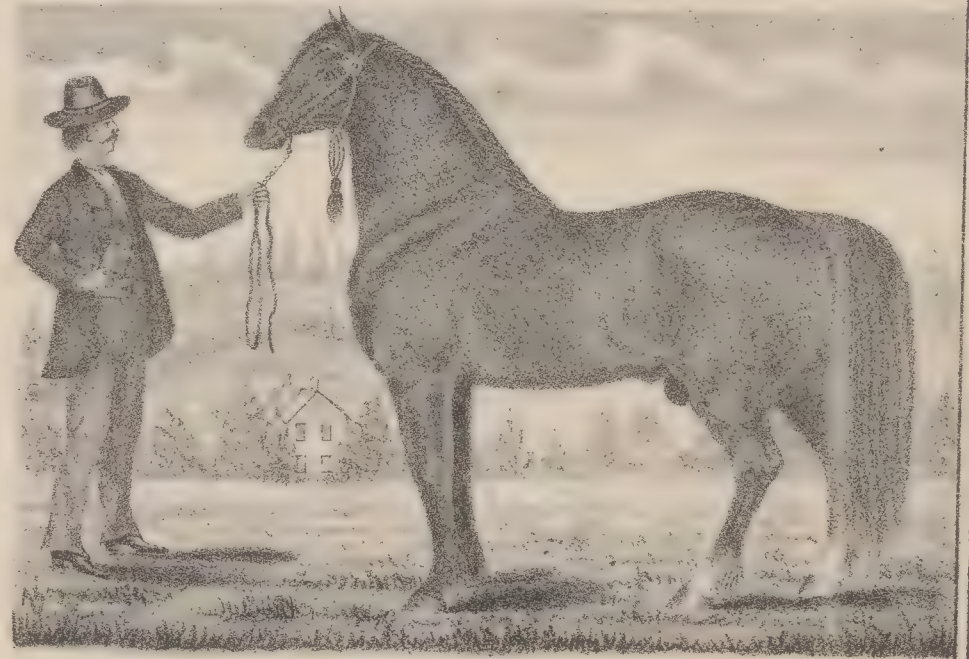
RESIDENCE OF S.H. CHRISTIAN ESQ. MANCHESTER, ONT.



RESIDENCE JOHN WALLEY, CARRIAGE BUILDER & GENERAL BLACKSMITH, CHERRY WOOD, PICKERING TP.



DICKIE & KENNEDY, MANUFACTURERS OF "THE BUCKEYE" SPRING HOE, BROADCAST SEEDER AND DRILL, OSHAWA SELF DUMPING HORSE RAKE & C.



FRENCH TOM; THE PROPERTY OF JACOB DAFOE ESQ., UTICA, ONT. CO.



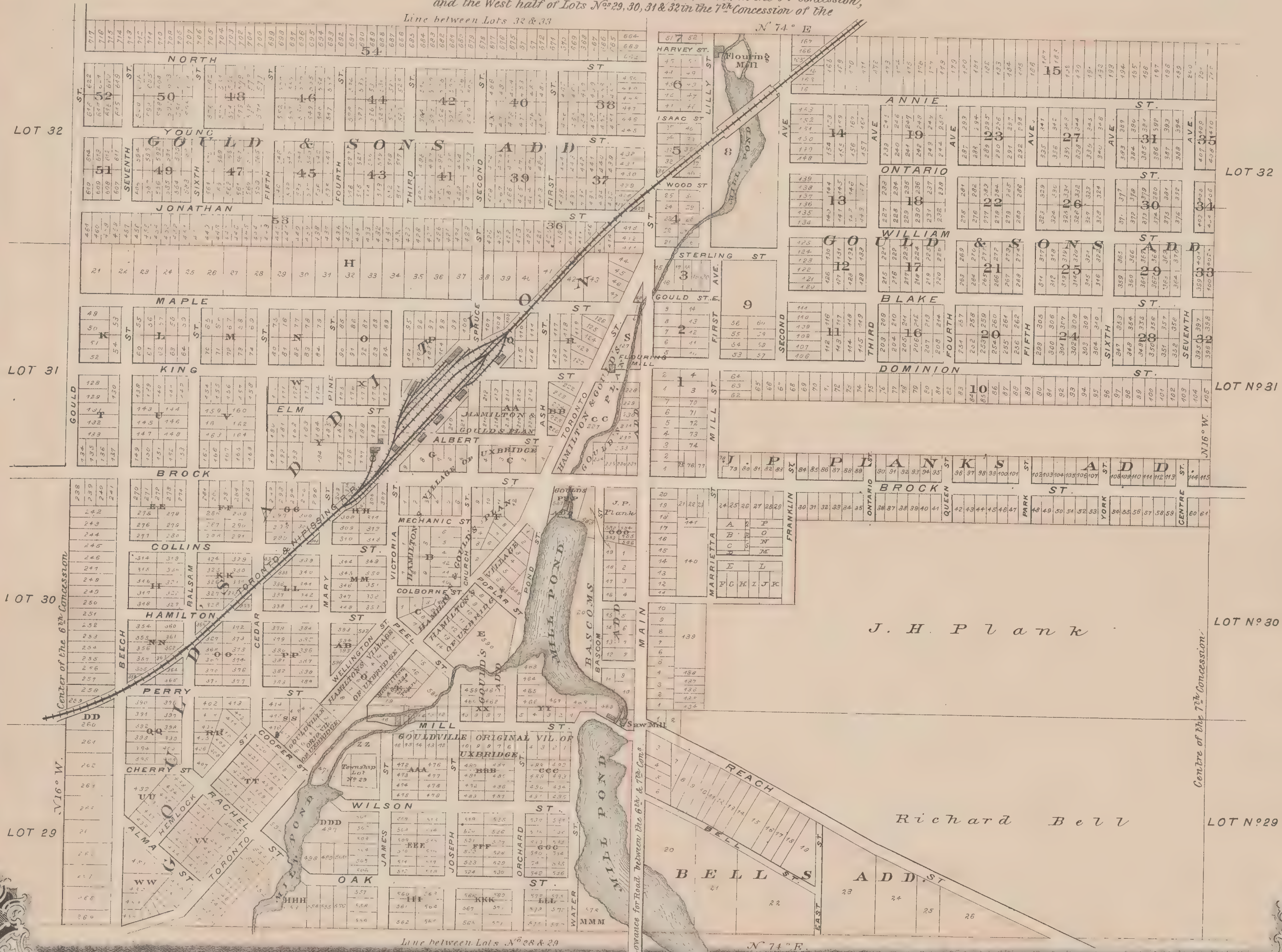
RESIDENCE OF JAS. W. SQUELCH, PRINCE ALBERT, ONT. CO.



RESIDENCE OF HUBERT L. EBELS, BARRISTER, PORT PERRY, ONT.

PLAN OF THE VILLAGE OF UXBRIDGE

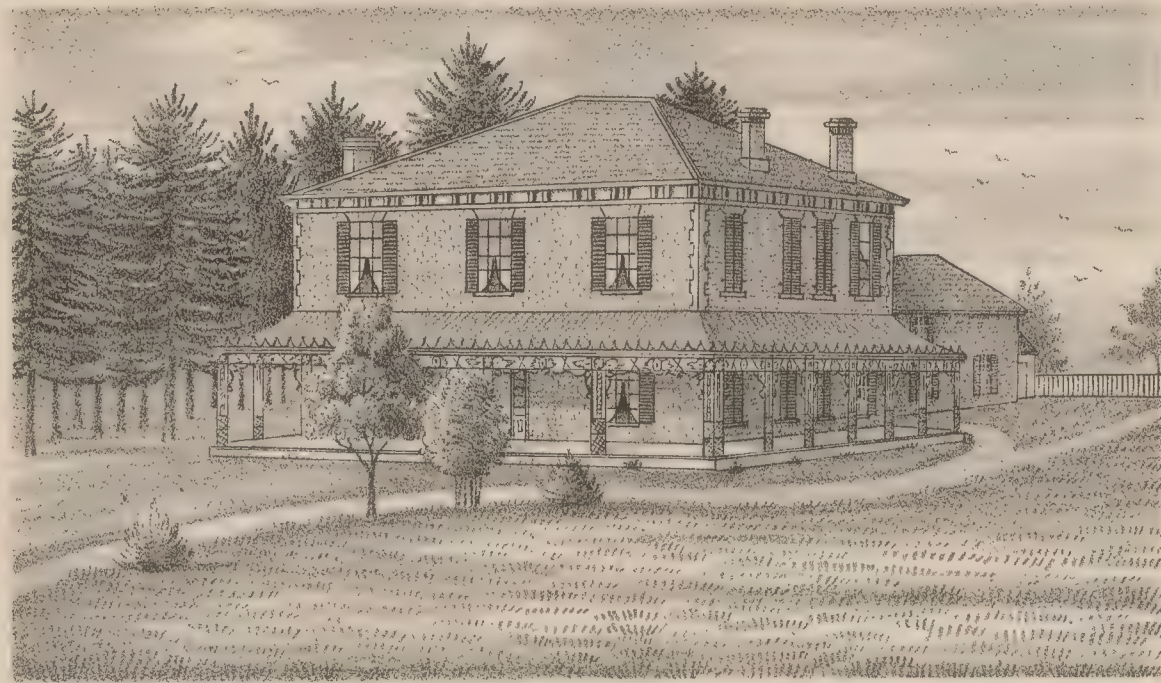
Laid out on the East half of Lots N^o 29, 30, 31 & 32 in the 6th Concession,
and the West half of Lots N^o 29, 30, 31 & 32 in the 7th Concession of the
Line between Lots 32 & 33



SCALE
0 5 10 20
Feet
Centre of the 7th Concession



RESIDENCE OF M. McTAGGART, ESQ., CON. 9, LOT 21, WHITBY TOWNSHIP, ONT.



FARM RESIDENCE OF GEORGE MCGILLIVRAY ESQ., WHITBY, ONT.



"THE MAPLES." RESIDENCE OF CHARLES FAREWELL, CON. 2, LOT 5, E. WHITBY TOWNSHIP, ONT.



THE CHRISTIAN CHURCH, Oshawa, Center St. Services each Sabbath at 11 a.m. and 3 p.m., S. School at 9.30 a.m., Weekly Prayer Meeting, Wednesday Ev'g at 7.30, Fellowship Meeting, First Saturday in each month at 2 p.m. PASTOR—Rev. W. W. DeGeer, Res. Simcoe St. South.





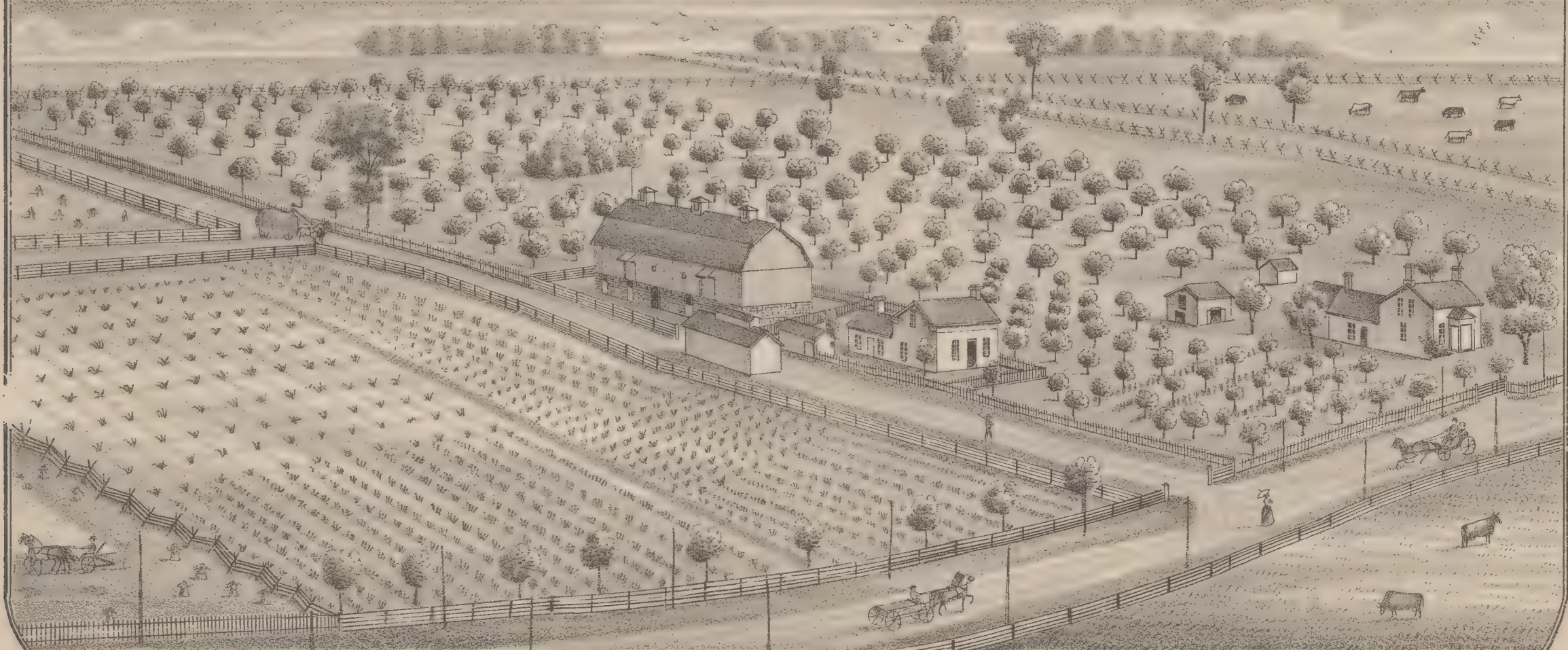
FARM RESIDENCE OF ROBERT ORMISTON, ESQ., CON. 7, LOT 17, WHITBY TOWNSHIP, ONT. COUNTY.



WALNUT FARM, THE RESIDENCE OF GEO. LIDDLE, ESQ., — WHITBY TOWNSHIP, ONT.



RESIDENCE OF CLARKSON ROGERS, CON. 6, LOT 6, PICKERING TOWNSHIP.



RESIDENCE OF L. C. HALL, CON. 1, LOT 20, — WHITBY TOWNSHIP, ONTARIO.

CANNINGTON

BROCK TP = ONTARIO CO.

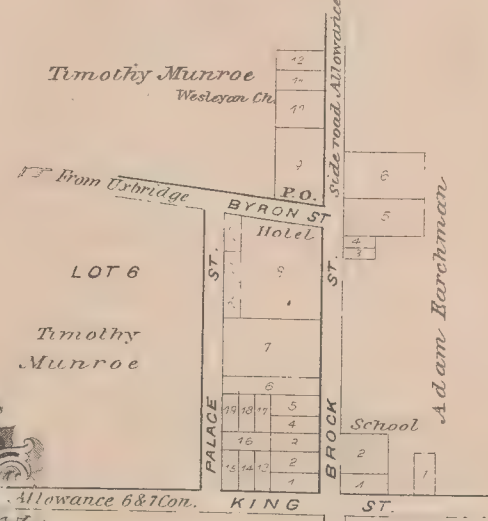
SCALE 8 CHAINS TO AN INCH.



VILLAGE OF EPSOM

REACH TP, ONT.

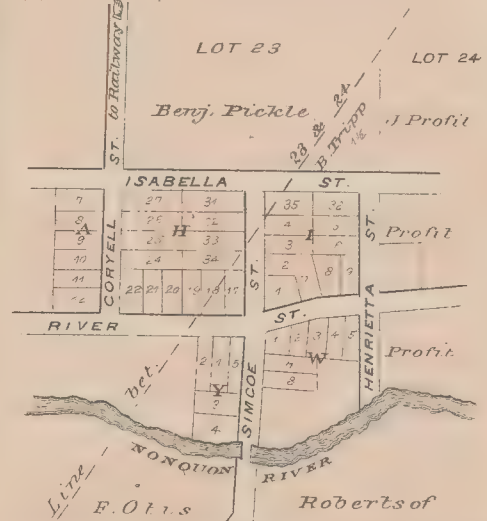
Scale 10 Ch to an Inch



VILLAGE OF SEAGRAVE

REACH TP, ONT

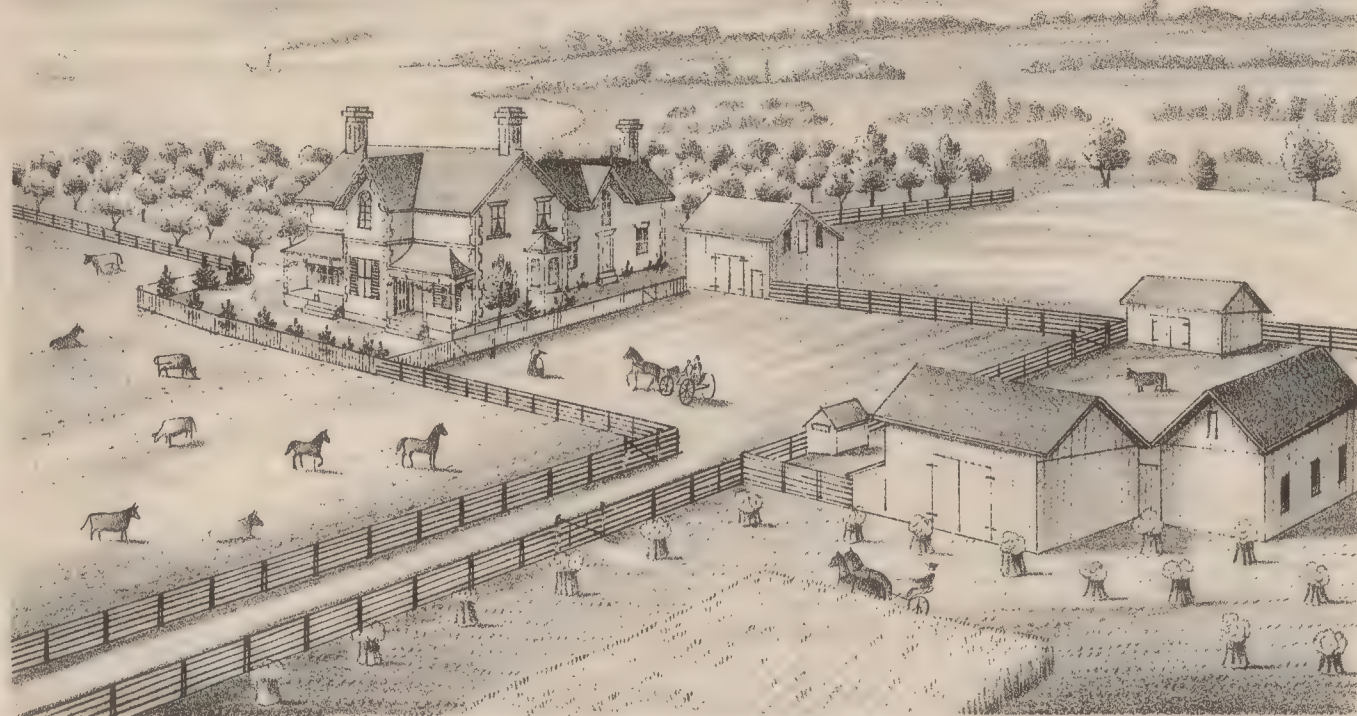
Scale 10 Ch to an Inch



VILLAGE OF WHITEVALE

Scale 40 Rds per inch

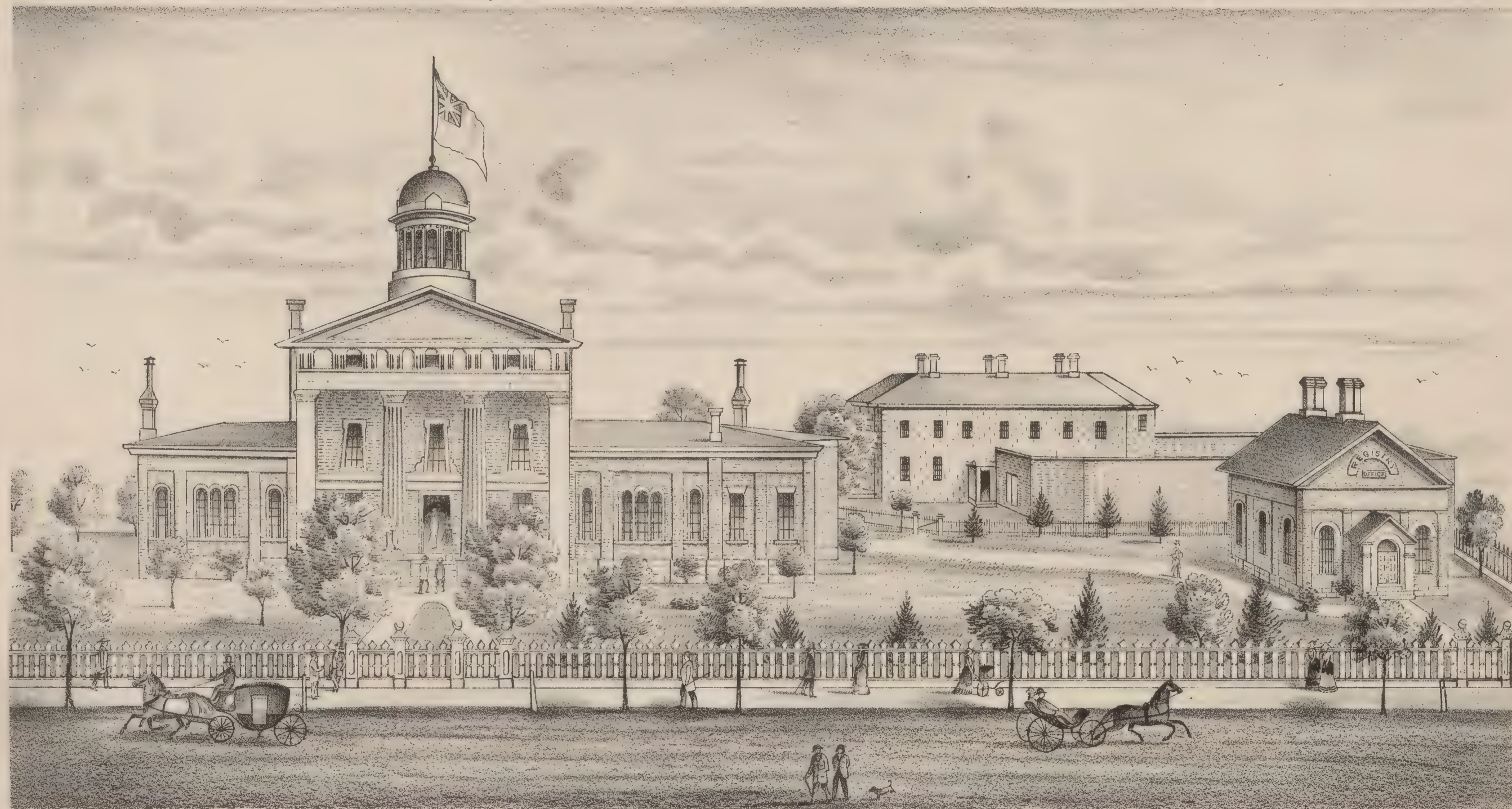




CURVIS FARM: THE RESIDENCE OF **JOHN L. SMITH ESQ.** WHITBY TR. ONTARIO CO.



FARM RESIDENCE OF **THOMAS H. SMITH ESQ.** WHITBY TR. ONTARIO CO.



COUNTY BUILDINGS, WHITBY, ONT.

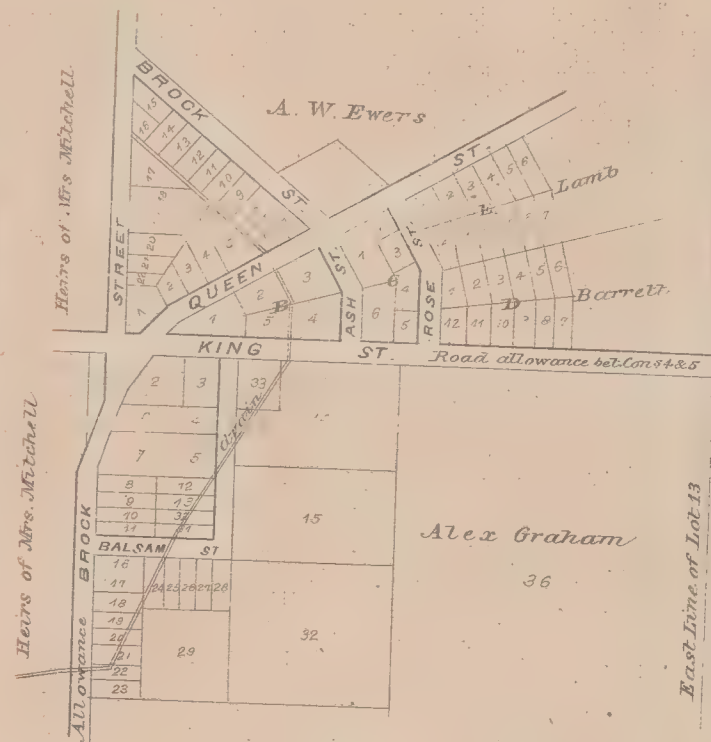
ATHERLY - MARA TP. -



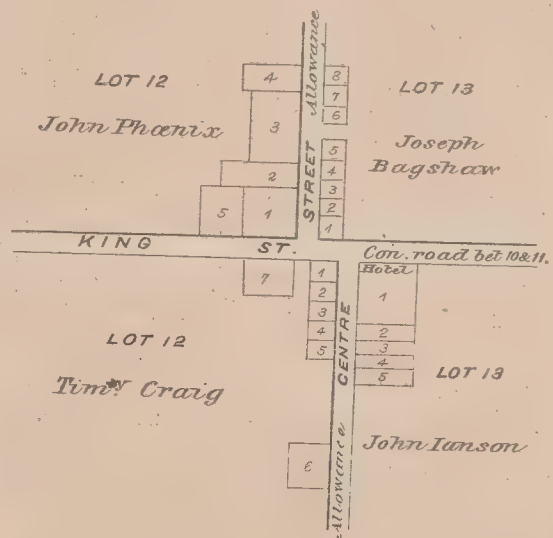
SUNDERLAND BROCK Tp.



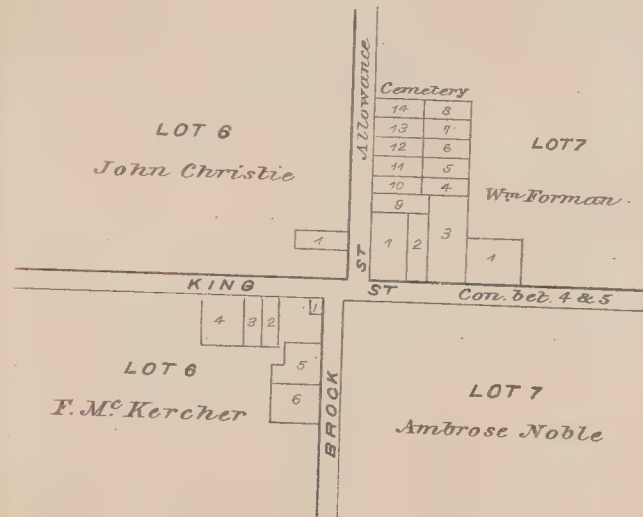
VILLAGE OF MANCHESTER REACH TP., ONT. Scale 10 Ch. to an Inch.

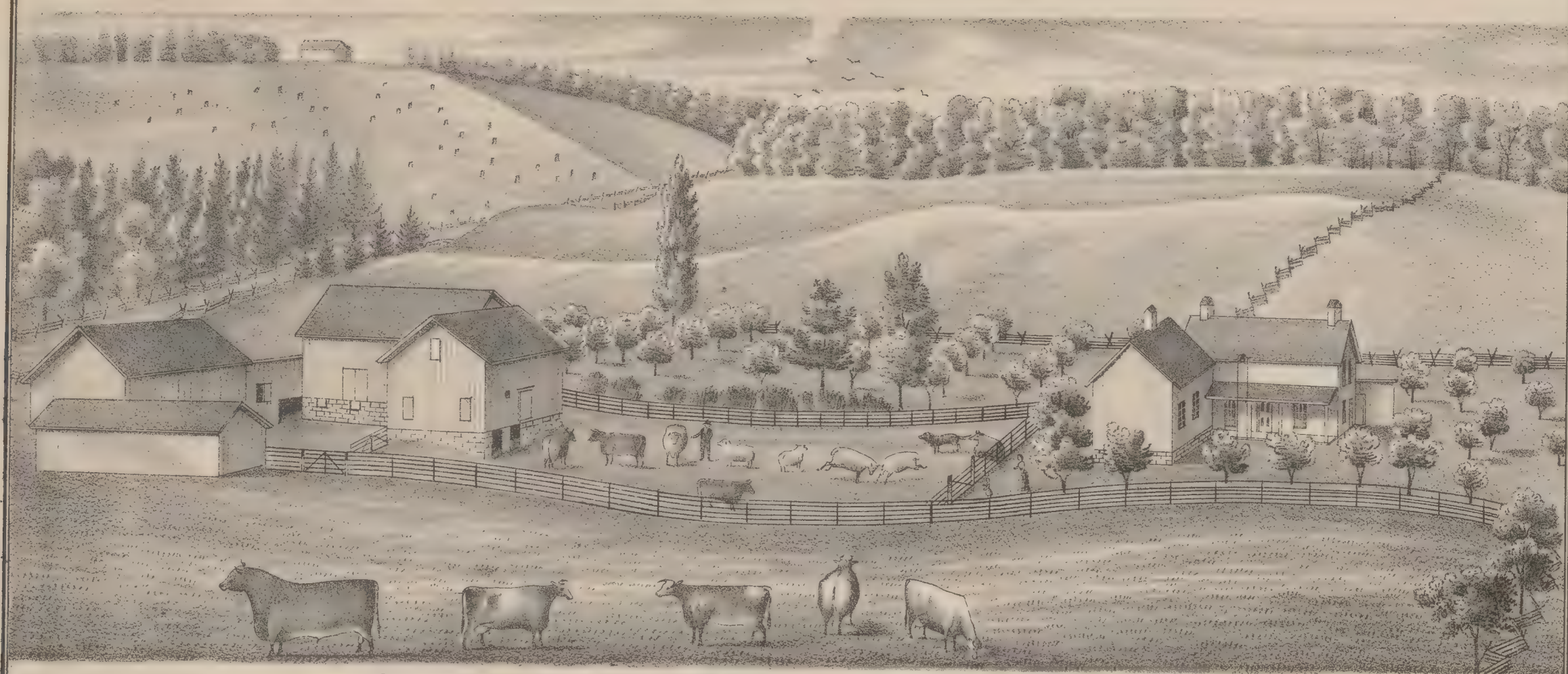


VILLAGE OF GREENBANK REACH TP., ONT.



VILLAGE OF UTICA REACH TP., ONT. Scale 10 Ch. to an Inch.





CEDAR GROVE FARM; RES. OF **D.P. & E.E. PUGH**, LOT 10, CON. 9, PICKERING, TR., ONT.



RESIDENCE OF THE LATE **COL. K. CAMERON**; THORAH TR., ONTARIO CO., CAN.



FARM RESIDENCE OF **DAVID LEASK ESQ.**, BROCK TR., ONTARIO CO.,



FARMS & FARM RESIDENCE OF **JAMES DOBLE ESQ.**, BROCK TR. ONTARIO CO., CANADA.



"ELLÉSMERE HALL", RES. OF HON. T. N. GIBBS M. P. OSHAWA, ONT.



"PROSPECT HOUSE", RES. OF W. H. GIBBS ESQ. M. P. OSHAWA, ONT.



OLD ORCHARD BLOCK, RESIDENCE OF **G. YOUNG SMITH ESQ.** BARRISTER AT LAW, WHITBY ONT.

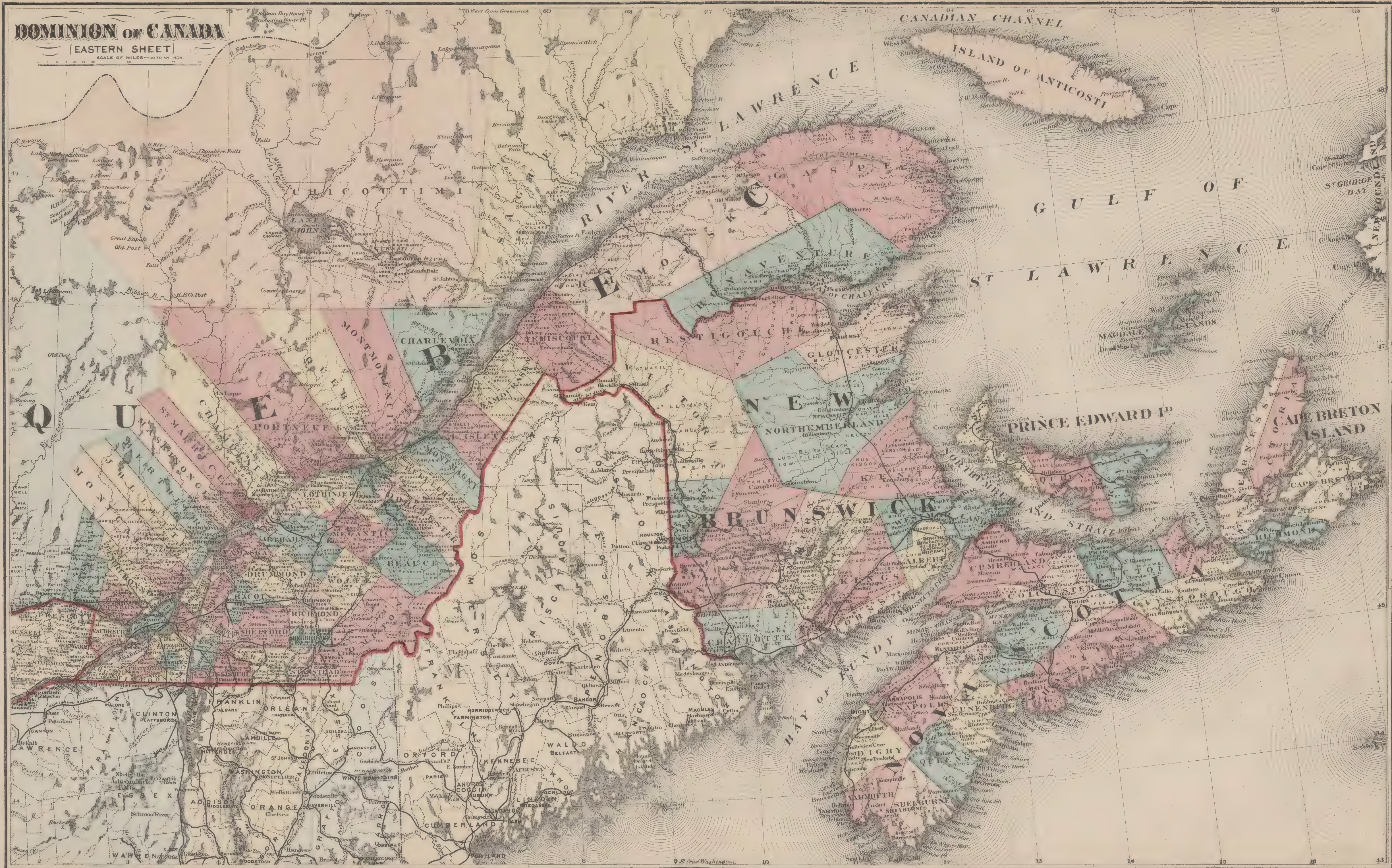


"RINGWOOD FARM," THE RESIDENCE OF **BARNABUS GIBSON ESQ.** WHITBY TP. ONTARIO, CANADA.



DOMINION OF CANADA
(EASTERN SHEET)

SCALE OF MILES—30 TO AN INCH.



PATRONS' DIRECTORY OF THE COUNTY OF ONTARIO.

OSHAWA AND EAST WHITBY VILLAGE.

WHITBY TOWNSHIP.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Bains, Wm.	Foley.	5	1	Farmer.	Canada.	1859
Burton, E. H.	Oshawa.	4	11	Merchant Miller.	England.	1875
Burns, James.	Columbus.	7	5	Farmer.	Canada.	1840
Burns, James.	Raglan.	9	9	"	Scotland.	1834
Coryell, Lewis.	Oshawa.	B.F.	17	Retired Farmer.	Canada.	1834
Cooper, John H.	"	"	"	Oshawa House.	"	1840
Cleverdon, T.	"	"	"	Hotel Proprietor.	"	"
Chubb, R. V.	"	"	"	Livery and Buss.	England.	"
Conant, Thos.	"	B.F.	10	Farming, &c.	Canada.	1843
Corrie, John.	"	"	8	Retired Farmer.	"	1842
Chore, James.	"	"	1	Farmer and Fruit Tree Dealer.	N. H.	1845
Cronk, Jacob.	Taunton.	4	1	Farmer.	Canada.	1823
Conlin T.	Oshawa.	4	12	Farmer and Cattle Dealer.	Ireland.	1857
Cole, Edward.	Columbus.	6	8	Farmer and Lumber Merchant.	England.	1861
Carnegie, James.	Raglan.	9	14	Mcht. & Grist Miller, Lumber Mfr.	Scotland.	1866
Down, William.	Oshawa.	B.F.	16	Farmer.	England.	1847
Dearborn, Wm.	"	"	13	"	Canada.	1844
Dominion Bank.	"	"	"	W. H. Holland, Manager.	"	"
Dandy, J.	"	"	"	Lockhart House.	"	1845
Dingle, W. T.	"	"	"	Contractor and Builder.	England.	1849
Demill, A. B.	"	"	"	President Ladies' College.	Canada.	1831
Dickie, John.	"	"	"	Retired Farmer.	Scotland.	1822
Dearborn, Henry.	"	3	11	Farmer.	Canada.	1810
Doolittle, H.	Columbus.	6	13	Farmer, Stock Breeder, and Salesman for Agricultural Implements.	"	1830
Farewell, Chas.	Oshawa.	2	5	Retired Farmer.	"	1807
Fox, James C.	Foley.	5	5	Farmer and Stock Breeder.	"	1840
Glenn, F. A.	Oshawa.	"	"	Manager Joseph Hall Works.	New York.	1862
Gibbs and Brother.	"	"	"	Produce Dealer.	Canada.	"
Guy, Thomas.	"	B.F.	8	Farmer and Fine Stock Breeder.	England.	1844
Guy, J. O.	"	"	"	Harbour Master, Coal Dealer, &c.	"	1842
Gould, J. E.	"	2	17	Farmer and Stock Breeder.	"	1848
Glasspell, F.	Taunton.	3	8	"	"	1850
Goodman, J.	Columbus.	7	8	Grist and Merchant Miller.	"	1859
Gaskin, Mathew.	"	7	13	Blacksmith.	"	1852
Hinkson, Daniel.	Oshawa.	B.F.	14	Farmer.	Vt.	1822
Hodgson, W. & Son.	Myrtle.	7	17	Farmer and Stock Raiser, "Mt. Pleasant Farm."	Canada.	"
Hunter, Wm.	Oshawa.	"	"	Iron Moulder.	"	1860
Hindes, R.	"	"	"	"	"	1844
Holman, Samuel.	Columbus.	7	17	Farmer and Stock Breeder.	England.	1836
Hepburn, John.	Foley.	6	1	"	Scotland.	1833
Horlop, J.	Columbus.	7	15	Merchant Miller.	England.	1869
Howdin, J. D.	"	7	15	Farmer and Stock Breeder.	Canada.	1841
Howdin, Hugh.	Raglan.	8	16	Farmer.	"	1845
Keddie & Rice.	Oshawa.	"	"	Harness and Carriage Trimmings.	"	1843
Kerr, H. W.	"	5	11	Farmer.	"	1812
Luke, T. M.	"	5	15	Farmer.	"	1846
Lang, William.	"	"	"	Merchant Tailor.	England.	1859
Lick, D.	"	2	4	Farmer.	New York.	1866
Lee, George.	Foley.	5	5	Farmer and Stock Breeder.	Canada.	1838
Luke, John.	"	5	9	"	"	1836
Luke, Richard.	Oshawa.	5	13	Farmer.	England.	1834
Luke, Lewis.	"	5	8	"	"	1834
Mungerege, R.	Whitby.	B.F.	17	"	"	1842
McGee & Jones.	Oshawa.	"	"	Barristers, Attorneys, Notaries Public, &c.	Canada.	"
McLean, A. E.	"	"	"	Carpenter.	Scotland.	1848
Milroy, R.	"	"	"	Ontario Bank.	"	"
Mothersill, John.	"	1	3	Farmer.	Ireland.	1833
McGill, J. L.	"	3	6	"	Canada.	1857
McNeal, Thos.	Taunton.	3	2	"	Vt.	1833
McKenzie, Wm.	Columbus.	7	5	Farmer and Horse Breeder.	Canada.	1838
McKenzie, Alex.	"	7	6	Farmer.	Scotland.	1834
McKenzie, John.	"	7	7	Farmer and Stock Breeder.	Canada.	1836
Ontario Loan and Savings Co.	Oshawa.	"	"	Established in 1868.	"	"
Oshawa Cabinet Co.	"	"	"	Farmer and Stock Breeder.	Scotland.	1840
Ormiston, Robert.	Columbus.	7	17	"	"	1840
Ormiston, John.	"	7	17	"	"	1844
Ormiston, George.	Raglan.	9	10	Farmer.	Ireland.	1870
Porter, J.	Oshawa.	2	8	Farmer and Stock Importer.	Canada.	1817
Pickell, Nelson.	"	2	7	Farmer and Stock Breeder.	England.	1841
Pereman, T. J.	Columbus.	6	4	Farmer.	New Brunswick.	1858
Rae, Francis.	Oshawa.	"	"	Physician.	Canada.	1836
Ross, John.	Raglan.	8	8	Farmer.	Ireland.	1866
Shea, James.	Oshawa.	"	"	General Merchant.	Scotland.	1850
Small, A. C.	"	"	"	Merchant Miller.	Scotland.	1850
Stone, W. R.	"	B.F.	11	Farmer.	Conn., U. S.	1854
Smith, J. C.	"	"	"	Retired Farmer.	Canada.	1876
Shand, James.	Columbus.	5	13	Farmer and Stock Breeder.	Scotland.	1838
Stark, James.	"	8	5	Farmer.	"	1851
Stocks, James, jr.	"	8	13	"	"	1848
Smith, John.	Raglan.	8	13	Farmer and Stock Breeder.	"	1843
Smith, Wm.	Columbus.	7	13	"	"	1847
Sornberger, C.	Raglan.	9	16	Farmer.	Canada.	1842
Taylor, William.	Oshawa.	"	"	Prop. Queen's Hotel.	"	1860
Taplin, E. W.	"	1	4	Farmer and Milk Dealer.	"	1848
Taplin, Hiram.	"	1	4	"	"	1842
Thomas, Reuben.	Taunton.	4	1	Farmer.	England.	1843
Thompson, Wm.	Raglan.	9	5	"	"	1840
Wightman, W. M.	Oshawa.	"	"	General Merchant.	London, England.	1860
Walker, F. B.	"	"	"	"	Canada.	1848
White, Charles.	"	2	3	Farmer.	"	1852
Willard, Wm.	Taunton.	3	1	General Merchant and Importer.	England.	1851
Yeale, William.	Oshawa.	1	15	Farmer.	"	1850

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Austin, J. H.	Whitby.	"	"	Real Estate, & Treas. W.P.P. & L. Ry.	Canada.	"
Allin, Lewis.	"	"	"	Books, Stationery, &c., &c.	"	"
Anderson, James.	"	3	21	Farmer.	Scotland.	1834
Anderson, William.	"	3	21	Farmer.	Canada.	1847
Bickell, H.	Brooklin.	6	18	Merchant Miller.	England.	1855
Briggs, David.	Myrtle.	8	19	Farmer.	Canada.	1835
Bilings, W. H.	Whitby.	"	"	Solicitor.	England.	"
Brown, N. W.	"	"	"	Manufacturer.	Canada.	"
Burns, William.	"	"	"	Manfr. & Dealer in Boots & Shoes.	England.	1841
Barrett, A.	"	"	"	Photographer.	"	"
Bradley, John.	Brooklin.	5	25	Farmer.	England.	1832
Bickell, J. B.	"	"	"	Merchant Miller.	England.	1859
Burns, John.	"	7	27	Farmer.	Canada.	1847
Brash, Robert.	Ashburn.	9	26	Farmer.	Scotland.	1835
Bowerman, G.	Brooklin.	"	"	Farmer.	Ontario.	1859
Campbell, James.	Whitby.	"	"	Farmer.	"	1848
Corbet James.	"	B.F.	19	Farmer.	Canada.	1840
Campbell, J. A.	"	"	"	Printer.	Ireland.	1837
Caldar, John.	Brooklin.	7	28	Farmer and Stock Breeder.	Scotland.	1839
Cooper, John.	Whitby.	4	28	Merchant Miller.	England.	1857
Carson, G. A., M.D.	"	"	"	Collector of Customs.	Canada.	1859
Crosby, H. H.	"	"	"	Livery.	Canada.	1853
Campbell, W. M.	Brooklin.	5	32	Farmer and Poultry Breeder.	Canada.	1847
Croxall, Jno. & Jas.	"	7	22	Farmers and Stock Breeders.	England.	1847
Crawforth, J.	Whitby.	1	18	Farmer.	England.	1845
Dow, Thomas.	"	"	"	Manager Ontario Bank.	Scotland.	"
Draper, C.	"	"	"	General Produce Dealer, &c.	Canada.	1836
Dow, Wm. G.	"	3	23	Farmer.	"	"
Dryden, John.	Brooklin.	7	21	Farmer and Stock Breeder.	Canada.	1840
Farewell & Rutledge.	Whitby.	"	"	Barristers.	"	"
Ferguson, John.	"	"	"	Mer. Tailor & Gn'ts Furnishing Goods.	St. Johns, N.B.	1844
Fairbanks, L.	"	"	"	Auctioneer, Dealer in Sewing Machines, &c.	Toronto.	1829
Francis, D.	Brooklin.	5	23	Miller and Farmer.	England.	1836
Fox, Castle.	Whitby.	"	"	Manufacturer of Boots and Shoes.	England.	"
Farrell, John.	Brooklin.	"	"	Farmer.	Brooklin.	1838
Greenwood, J. H.	Whitby.	"	"	Solicitor, &c.	Wales.	1849
Gordon, James.	"	4	30	Farmer.	"	1831
Gibson, Yeoman.	"	"	"	Commiss'n Merch't., Genl. Produce Dealer, Insurance Agent, &c.	England.	1838
Gibson, W. J. & Co.	"	"	"	General Grocery, China, Glass and Crockery Dealers.	Canada.	1852
Gibson, Barnabas.	"	B.F.	22	R. R. Contractor and Farmer.	England.	1854
Holliday, D.	Brooklin.	5	20	Farmer.	Canada.	1846
Howard, E.	Whitby.	"	"	Deputy Sheriff.	Canada.	1827
Higgins, W. H.	"	"	"	Whitby "Chronicle."	Ireland.	"
Holden, James.	"	"	"	Manager W. P. P. & L. R. R.	Canada.	"
Hatch & Bro.	"	"	"	Hardware, Stove & Tin Merchants.	Canada.	"
Hopkins, George.	"	"	"	Retired Farmer.	Canada.	"
Hall, L. C.	Oshawa.	1	19	Farmer.	Canada.	"
Hickie, W. J.	Whitby.	"	"	General Store.	Ireland.	1856
Hanson, R. T.	"	"	"	Teacher.	"	"
Hill, John R.	Brooklin.	4	29	Lumber Merchant and Farmer.	Canada.	"
Harper, Major.	Whitby.	"	"	Machine Shop and Manfr. Wooden Machinery.	Canada.	1834
Hodgson, Thomas.	Myrtle.	8	20	Retired Farmer.	England.	1833
Haitt, Stephen.	"	8	20	Farmer.	Canada.	1843
Heron, Wm.	Ashburn.	9	29	Farmer.	Scotland.	1841
Johnston, W. H.	Whitby.	"	"	Fire and Life Insurance Agent.	Canada.	1846
Johnson, James.	"	"	"	Watches and Jewellery.	England.	1846
Jameson, R. H.	"	"	"	Grocer.	Scotland.	1863
Johnson, C.	"	"	"	Lumber Merchant and Shipper.	Ireland.	"
Johnson, E. J.	"	"	"	(Formerly Till & Johnson,) Undertaker, Manufacturer and Dealer in all kinds of Furniture.	"	"
Kerr, William.	Brooklin.	5	21	Farmer.	Canada.	1841
Ketchen, James.	Balsam.	9	34	Farmer and Stock Breeder.	Canada.	1840
Lang, Wm.	Whitby.	"	"	County Treasurer.	"	"
Liddle, Geo.	Brooklin.	6	19	Farmer.	Canada.	1842
Lamon, Daniel.	"	5	18	Farmer and Stock Breeder.	Ireland.	1834
Lawder, R. H.	Whitby.	"	"	Post Master & Commission Merch't.	Scotland.	1850
Mitchell, James.	Ashburn.	9	25	Farmer.	Scotland.	1838
Moore, James.	Brooklin.	"	"	Farmer.	England.	1854
McMillan, A. G.	Whitby.	"	"	Barrist.	Canada.	"
Masson, W.	"	1	21	Real Estate Dealer.	Scotland.	"
Masson, Thomas.	"	"	"	Hotel Proprietor.	Scotland.	1855
Madill, John.	Audley.	4	34	Farmer and Stock Breeder.	Toronto, Ont.	1841
McGillivray, Geo.	Whitby.	"	"	Farmer.	Scotland.	1833
McBryan, Thos.	Kinsale.	5	34	Farmer.	Ireland.	1831
Maw, Wm. & Bros.	Brooklin.	6	26	Farmer and Stock Breeder.	Canada.	"
Milne, James.	"	7	34	Farmer and Stock Breeder.	Canada.	"
Mathewson, J. R.	"	7	26	Farmer and Stock Breeder.	Canada.	1840
McBrien, James.	Myrtle.	9	18	Farmer and Inspector of Schools.	Ireland.	1842
McTaggart, M.	"	9	21	Farmer.	Canada.	1840
Nourse, C.	Whitby.	"	"	General Insurance Agent.	Canada.	1855
Orniston, D.	"	"	"	Solicitor.	Scotland.	1872
O'Donovan, M.	"	"	"	Carriage Factory.	Canada.	1856
Orvis, Andrew.	"	1	35	Farmer.	Canada.	"
Ont. Farmers' Mutual Ins. Comp'y.	"	"	"	J. B. Bickell, President.	"	"
Perry, J. Ham.	"	"	"	County Registrar.	"	"
Pringle, James.	"	"	"	Proprietor Royal Hotel.	Scotland.	1835
Pringle, A., Jr.	"	"	"	Meat Market.	Whitby.	"
Philp, J. R.	"	"	"	Saddles, Harness, Trunks, Whips, &c.	Canada.	1835
Pringle, A. & Co.	"	"	"	Merchant Tailors.	Scotland.	"
Powell, F. W.	Brooklin.	"	"	"	Canada.	"

WHITBY TOWNSHIP—Continued.

NAME	POST OFFICE	Con.	Lot.	BUSINESS.	NATIVITY	Year Settled in Co.
Payne, Charles.	Manchester	8	21	Farmer	England	1835
Reynolds, G. N.	Whitby			Deputy Sheriff.		
Ray's Hotel						
Rogers, Joseph L.	Kinsale	6	35	Farmer	New York	1832
Rogers, Walter J.	"	6	35	Farmer	Canada	1848
Robb, A.	Whitby	4	33	Farmer	Canada	1846
Smith, J. L.	"	B.F.	21	Farmer	Canada	1838
Sinclair, Wm.	"	"	18	Farmer	Scotland	1833
Smith, G. Young.	"	"		Barrister and Mayor	Halifax, N.S.	
Shier, John	"	"		P. L. S. and County Surveyor	Scotland	
Smith, S. W. B. & Co.	"	"		Chemists and Druggists	Scotland	
Smith, Thos. H.	"	B.F.	21	Farmer	Canada	1836
Stone, Levi	"	"		Meat Market	Canada	
Souley, Henry	"	4	27	Farmer	Canada	
Sinclair, John	"	4	23	Farmer	Canada	
Story, Edwin	"	"		Farmer	Canada	
Smith, Peter	"	"		Grocery and Provision Merchant	Scotland	1867
Spencer, H. H.	Brooklin	7	29	Farmer and Stock Breeder	England	1847
Tweedie Bros.	Whitby	3	29	Farmers and Stock Breeders	Canada	1830
Taylor, H. B.	"	"		Agent Dominion Bank	Canada	
Taylor & McCann.	"	"		Hotel Keepers	Canada	
Till, William	"	"		Cabinet Maker, Upholstering and Undertaking	Canada	
Toms & Newport	"	"		Carriage Makers	England	
Thompson, W.	"	"		Manfr. and Dealer in Harness, Saddlery, Trunks and Horse Clothing	Canada	1852
Thompson, Henry	"	"		Pump Maker	Canada	
Thomas, L. C.	Brooklin	2	26	Farmer	New York State	1836
Thomson, J. S. & P.	Whitby	6	27	Farmer	Canada	1835
Thomson, James	Brooklin	6	27	Farmer	Scotland	1850
Thomas, H. M.	"	7	22	Breeder and Importer of all leading varieties of Fowls.	Canada	
Thorner, R. W.	Whitby	"		Whitby "Gazette," Fine Book and Job Printing a specialty.	South America	1877
Wilson, W. H.	Brooklin	"		Soda Water Works.	Canada	
Wesley, John C.	Whitby	"		Fruit, Confectionery & Oyster Depot.	Toronto	1842
Willcock, W. P.	"	"		Ag't. Montreal Tea Co. of Toronto.	England	1869
Withers, F.	"	"		Cooper.	Michigan	1856
Warren Bros.	Brooklin	"		Dealers in Fancy Dry Goods, Hats, Caps, Hardware, Paints and Oils.	Canada	1864
White, Robert.	Whitby	2	29	Tile Maker.	England	1854
Young, W. M.	"	3	22	Farmer, &c.	Canada	1845

PICKERING TOWNSHIP.

Berrigan, Rev. Wm.	Duffin's Creek.	1	51	Catholic Priest.	Ireland	1876
Barclay, Eli G.	Brougham	6	19	Farmer	Canada	1825
Barry, John	Claremont	8	17	Lumber Manufacturer and Farmer	England	1851
Barclay, D. L.	Brougham	7	15	Farmer	Canada	1819
Boyer, Abraham	Greenwood	7	12	Merchant Miller	"	1837
Bradshaw, E. A.	Whitevale	4	32	Farmer	England	1853
Bell, John M.	Atha	7	28	Farmer and Stock Breeder	Scotland	1837
Barkey, Daniel	Altona	9	28	Farmer	Canada	1847
Barkey, Jacob	Mongolia	7	33	Farmer	"	1827
Cliff, Edwin	Altona	9	31	Woollen Mill	"	1845
Cliff, Edgar P.	"	9	31	Woollen Mill	"	1851
Decker, D. M.	Pickering	2	18	Farmer	New York State	1839
Dunlop, Sophia	Greenwood	4	10	Farming	England	1832
Dale, Richard	Pickering	3	14	Farming	"	1831
Dunbar, William	Dunbarton	1	25	Retired	Scotland	1832
Dunn, William	Kinsale	7	3	Farmer	England	1833
Dunn, John Wm.	"	7	3	Farmer	Canada	1857
Ensign, Van R.	Brougham	7	14	Farmer	New York	1874
Forrester, William	Pickering	B.F.	10	Farmer	Scotland	1847
Green, S. J.	Greenwood	6	12	Merchant Miller	Canada	1836
Gold, Mathew	Kinsale	8	4	Farmer	England	1856
Green, Frederick	Greenwood	5	12	Merchant Miller	"	1833
Gibson, Geo. S.	"	4	10	Farmer	Canada	1835
Gernon, William	Dunbarton	9	23	Retired	"	1840
Graham, Richard	Claremont	3	14	Farmer	England	1856
Haight, John	Pickering	3	14	Farmer and J. P.	Canada	1823
Hoover, J. R.	"	1	14	Merchant Miller	"	1854
Hoover, P. R.	Green River	6	34	Merchant Miller	"	1851
Holden, S. J.	Balsam	9	9	Conveyancer and Money Broker, Commissr. for taking affidavits in B. R. &c.	"	1862
Holliday, T. J.	Dunbarton	B.F.	27	Farmer and Stock Breeder	"	1839
Hoover, Abram	Cherrywood	3	32	Farmer	"	1847
Hukingbottom, Geo	Balsam	9	3	Farmer and Stock Breeder	England	1832
Jones, Samuel	"	8	7	Farmer	"	1834
Knowles, H. S.	Dunbarton	B.F.	20	Farmer	Canada	1837
Knowles Abraham	"	B.F.	20	Farmer	"	1830
Leng, George	Pickering	1	19	Farmer	England	1831
Lankins, Samuel	Whitevale	4	24	Farmer	Canada	1832
Law Joseph	Claremont	8	27	Farmer	England	1852
Lapp, Andrew	Atha	8	31	Farmer	Canada	1819
Miller, John	Brougham	7	17	Farmer and Stock Breeder	Scotland	1835
Meen, Fred	Greenwood	5	12	Merchant, P.M. & Div. Ct. Clerk.	England	1860
McArdell, Edward	Brougham	1	22	Builder	"	1870
McClellan, J. H.	Liverpool Mkt	1	22	President Pickering Harbour Co.	Canada	1848
Miller, Robert	Pickering	2	11	Farmer and Stock Breeder	Scotland	1839
Mackey, Sylvester	Kinsale	6	2	Farmer	Canada	1834
Mitchell, John	Greenwood	5	12	Merchant Miller	England	1860
McKitterick, W.	"	6	10	Merchant and Farmer	Canada	1844
MacNab, D.	Claremont	"		Merchant	Scotland	1859
Miller, W. M.	"	8	21	Farmer and Stock Breeder	Canada	1850
Milne, Wm., M.B.	"	"		Physician and Surgeon.	"	1870
Miller, Wm., Jr.	Atha	7	25	Farmer and Stock Breeder	Scotland	1839
McCreight, James	Cherrywood	3	30	Farmer	Ireland	1834
McLaren, Alex.	Audley	4	5	Farmer and Stock Breeder	Canada	1849
Moukhouse, Joseph	Altona	9	32	Farmer	England	1849
Moukhouse, Thomas	"	9	31	Merchant and P. M.	"	1849
McKay, Angus	Whitby	2	6	Farmer and Stock Breeder	Canada	1845
Michell, Tobias	Claremont	8	18	Farmer	"	1850
Major, H. (deceased).	"	4	29	Farmer	"	1808
Major, John S.	Whitevale	4	29	Farmer and Student	"	1857
Mowbray, R. R.	Kinsale	6	3	Farmer	"	1847
Middleton, Jas.	Whitevale	6	28	Farmer and Stock Breeder	England	1831
McCausland, Wm.	Pickering	B.F.	7	Farmer	Canada	1813
Madill, H. W.	Brougham	7	20	Farmer	"	1845
Nisbet, Peter	Dunbarton	1	26	Retired Farmer	Scotland	1833
Nighswander, C.	Mongolia	7	35	Farmer	Canada	1839

PICKERING TOWNSHIP—Continued.

NAME	POST OFFICE	Con.	Lot.	BUSINESS.	NATIVITY	Year Settled in Co.
Nighswander, Menno	Altona	9	31	Farmer	Canada	1843
Nighswander, J.	Mongolia	7	34	Farmer	"	1827
Orvis, Selah	Audley	4	3	Farmer and Stock Breeder	"	1826
Orvis, Amos	"	4	3	Farmer and Stock Breeder	"	1857
Parker, John	Dunbarton	"		Farmer, P. M. and J. P.	Scotland	1851
Pilkey, Charles	Claremont	7	18	Farmer	Canada	1839
Palmer, J. S.	Rouge Hill	B.F.	31	Farmer	"	1837
Palmer, James L.	Pickering	2	20	Farmer and Lumber Manufacturer	"	1836
Puckrin, Isaac	Audley	4	4	Farmer and Stock Breeder	England	1850
Pilkey, Joseph	Claremont	8	17	Farmer	Canada	1847
Pugh, David	"	9	10	Farmer and Stock Breeder	Wales	1846
Pugh, Edward E.	"	9	10	Farmer and Stock Breeder	Canada	1850
Pugh, Edward	"	9	12	Farmer	Wales	1847
Pugh, E. W.	"	9	12	Farmer	"	1847
Rogers, C.	Kinsale	6	6	Farmer	Canada	1836
Richardson, W. V.	Pickering	B.F.	10	Farmer	"	1837
Russell, John	Brougham	7	15	Farmer and Agricultural Imp. Agt.	Scotland	1856
Reed, Michael	Pickering	"		Blacksmith	England	1849
Reesor, Abraham	Altona	9	30	Merchant Miller	Canada	1848
Smith, J. H.	Green River	6	35	Merchant Millers & Grain Dealers	"	1847
Spink, W. & J.	Pickering	"		"	"	1842
Stevenson, Noble L.	"	1	10	Farmer	"	1843
Somerville, Samuel	Greenwood	5	11	Farmer	Scotland	1852
Secker, Robert	Dunbarton	1	24	Farmer and Hotel	England	1857
Spears, John, D.	Atha	7	29	Farmer and Lumber Manufacturer	Canada	1844
Spears, Adam D.	"	7	29	Farmer	"	1850
Sleigh, John	Whitevale	5	27	Farmer	"	1826
Stevenson, S. H.	Brougham	6	17	Farmer	"	1845
Stevenson, Thomas	"	6	17	Farmer	England	1842
Thomson, Wm.	Pickering	3	9	Farmer and Stock Breeder	Scotland	1813
Thomson, John	"	3	9	Farmer and Stock Breeder	"	
Turner, J. H. & D. S.	Whitevale	5	29	Farmer	Canada	
Wilson, John	Green River	5	33	Farmer and Stock Breeder	"	1833
White, T. P.	Whitevale	5	32	Merchant Miller and Farmer	"	1825
Webb, S. B.	Brougham	"		Hotel Proprietor	England	1855
Webb, Sampson	"	"		Carriage manufacturer	"	1855
Willson, Seth C.	Whitby	2	3	Farmer and Nurseryman	Canada	1820
Wilkie, William	Cherrywood	2	26	Farmer	Scotland	1832
Waddell, Alex.	Claremont	9	11	Farmer and Stock Breeder	"	1835

REACH TOWNSHIP.

Adams, John & D. J.	Port Perry	"		Brokers	Canada	
Allan, James	Marshall	12	8	Farmer & Carpenter, Rose Hill Farm	Scotland	1841
Allin, Richard	Utica	5	3	Farmer	England	1855
Bigelow, Joseph	Port Perry	"		General Merchant	Canada	
Bigelow & Troncoe	"	"		Lumber Manufacturers & Millers	England	
Ballard, Geo.	"	"		Of Bigelow & Ballard, Leather Mfrs.	Ontario County	
Brown, Thos.	"	"		Stoves, Tinware & House Furnishing	England	1848
Bowerman, W. D.	"	"		Prop. Whitby Pt. Perry Woollen Mls	Prince Edw'd. Co. Ont.	1836
Brown, J. H.	"	"		General Merchant	England	1848
Brathwaite, F. H.	"	"		Doctor of Medicine	"	1855
Baird, James	"	"		Editor & Publisher of the Observer	"	
Burnett, Leonard	Greenbank	"		Councillor & Farmer, Hillside Farm	England	1870
Bates, Noah	Manchester	2	11	Farmer	Canada	1846
Brown, Robert	Port Perry	"		Farmer	Ireland	1869
Barnes, B.	Myrtle	1	11	Farmer	London, Eng.	1850
Blyght, Richard	"	1	10	Farmer	Devonshire, Eng.	1857
Bryant, R. R.	Ashburn	1	7	Farmer	Ontario County	1850
Currie, Geo.	Port Perry	"		Grain and Produce Merchant	Canada	
Carriagan & Campbell	"	"		General Merchants	"	
Corrigan, T.	"	"		Manuf'r. Harness, Saddles & Dealer in Trunks, Valises & Horse Clothg	England	1854
Christie, John	Manchester	"		Tp. Clerk, Conveyancer & Issuer of Marriage Licenses	Scotland	1857
Christian, S. H.	"	8		Merchant, Tp. Treas. and P.M.	Canada	1844
Christie, Donald	Utica	4	5	Farmer	Scotland	1832
Christie, Peter	Epsom	6	16	2nd Deputy Reeve	Canada	1847
Cawker, S. T.	Port Perry	6	2	Butcher	England	1870
Croxall, T. D.	Uxbridge	7	12	Farmer	"	1844
Cupples, James	Manchester	2	22	Farmer	Ireland	1862
Coats, John	Shirley	2	22	Farmer	Ontario County	1844
Coates, Wm.	"	1	23	Farmer	York County	1837
Coates, H.	"	3	24	Farmer	"	1837
Coates, Thos.	Port Perry	3		Farmer	"	1837
Davis, J. W. & Son	"	"		Cabinet Makers	Canada	
Denison, D. B.	"	2	14	Proprietor Dominion Hotel	Vermont	1860
Doble, Robert	Victoria Cor's.	7	5	Farmer	Ireland	1829
Dafoe, Jacob	Utica	4	11	Hotel-keeper, Merchant and P.M.	Canada	1865
Dobson, Joshua	Manchester	1	3	Farmer and Councillor	England	1835
Doble, James	Victoria Cor's.	9	4	Farmer	Ireland	1830
Dobson, Robert	Epsom	"		Farmer and Stock Breeder	England	1838
Emaney, James	Port Perry	"		Carriage Maker	"	1856
Ebbels, H. L.	"	"		Barrister	"	1863
Ewers, A. W.	Manchester	"		Farmer and Reeve	Vermont	1846
Elliot, F. H.	Epsom	3	7	Farmer and Stock Breeder	Canada	1843
English, Wm.	Prince Albert	5	9	Tanner	"	1860
Epton, F.	Manchester	"		Farmer	England	1856
Forman, T. C.	Port Perry	"		General Merchant	Scotland	1845
Ferguson, John	Saintfield	"		Blacksmith and Proprietor Hotel	Canada	1850
Fawcett, Chas.	Shirley	"		Blacksmith	England	1850
Gordon, H.	Port Perry	"		P.M., General Insurance Agent and Issuer of Marriage Licenses	"	1873
Goodfellow, G. H.	Prince Albert	"		General Merchant	England	1871
Gregg, Robert	Victoria Cor's.	"		Farmer	Ireland	1830
Geer, Daniel	Manchester	1	10	Farmer	P. Q.	1840
Grayer, John	Myrtle	1	23	Farmer	England	1853
Gilde, Thos.	Shirley	1	13	Farmer	"	1854
Gilroy, James	Manchester	"		Farmer	Northumberland Co.	1835
Hurd, P. A.	Port Perry	"		Attorney-at-Law	United States	
Harrington, A. J.	"	"		Bailiff, Constable, General Coll. Agt. and Fishery Overseer	"	1855
Harper, Henry	"	"		Agent for Superior Broadcast Drills, also Agricultural Implements	England	1831
Holt, Chas.	"	"		Propr. Dafoe House	"	1863
Ham, W. R.	"	"		Capitalist	Canada	1876
Houck, Geo.	Manchester	"		Propr. Hotel	"	1852
Houldershaw, R.	Saintfield	12	8	Farmer	England	1852
Horn, Joshua	"	6	2	Farmer	"	1843
Harper, Samuel	Utica	8	4	Farmer	Ireland	1850
Hillson, James	Epsom	4	17	Farmer	England	1865
Hurd, Abner	Prince Albert	4	1	Farmer	Canada	1837
Horn, Wm.	Utica	4	16	Farmer	England	1853

REACH TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Holman, J.	Prince Albert	4	3	Farmer	"	1844
Horn, Thos.	Utica	3	11	Tanner	"	1848
Holtby, John, Sr.	Manchester	3	4	Tanner	"	1836
Hubertus, G. J.	Utica	1	12	Mill Propr.	"	1857
Holliday, L. J. & M. J.	Myrtle			Farmers	Ontario County	1853
Ireland, Daniel	Port Perry			Propr. Hotel	New York State	1834
Irwin, John	"			Pump Mnfr., Ontario Works	York County	1869
Jones Bros.	"			General Merchants	Canada	
Jones, Richard, M.D.	"	11	9	Physician and Surgeon	"	1868
Jamieson, Alex.	Greenbank	8	2	Farmer	"	1844
Johnson, H. T.	Uxbridge	2	20	Farmer	Ireland	1821
Jackson, Geo.	Shirley	5	8	Farmer	Ontario County	1847
Knight, James	Utica			Farmer	England	1851
Laing & Meharry	Port Perry			General Hardware Merchants	Canada	
Lazier, J. B.	"	11	16	Carriage Manufacturer	"	1833
Leask, Mrs. A.	Greenbank	12	18	Farming	Scotland	1854
Leask, John	"	5	13	Farmer	"	1841
Lamb, H.	Manchester	5	11	Farmer	Canada	1833
Luke, W. G.	"	5	1	Farmer	"	1852
Lawton, James	Utica	8	21	Farmer	"	1842
Lang, James	Port Perry			Farmer	"	1856
McKenzie, Charles	"			Livery Stable	"	1865
McGaw, W. B.	"			Propr. Walker House	"	
Mundy, E.	"			Propr. Standard	England	1860
Morgan, J. G.	"			Mnfr. and Dealer in Boots & Shoes	Canada	1876
McCaw, W. H.	"			Jewellery, Fancy Goods, Stat'n'y, &c	"	1852
McKay, Donald	Saintfield	13		Merchant and Post Master	"	1865
Moffatt, Joseph	"	1	14	Farmer and Stock Breeder	"	1840
Mowbray, John	Shirley	9	24	Farmer	United States	1833
McGregor, Wm.	Epsom	6	6	Farmer	Scotland	1850
Marsh, Charles	Port Perry	6	16	Farmer, "Sunnyside Farm."	Canada	1826
Munro, Robert	Port Perry	5	11	Farmer	Scotland	1835
Medd, John	Utica	7	8	Farmer	England	1851
McConnell, Thos.	Port Perry	3	18	Farmer	Ireland	1842
McClintock, F.	Manchester		14	Farmer	Canada	1856
McDonald, John	Prince Albert	4		Farmer	"	1857
McClintock, W.	Manchester	1	10	Farmer	"	1852
Manderson, T. & J.	Myrtle	1	11	Farmer	Scotland and Canada	1865
Martin, S. G.	Raglan		20	Farmer	Ontario County	1854
Nott, J. & Son	Port Perry			Cabinet Makers and Undertakers, Dealers in all kinds of Furniture	England	1842
Ontario Bank	"			A. Mowbray, Manager	"	
Paxton, Thos.	"			M.P.P., Produce Dealer	Canada	
Paxton, Tate & Co.	"			Founders and Machinists	"	
Powers, Charles	"			Sash, Door and Blind Manufactory	Prince Edward Co.	1862
Parrish, W. T.	"			Hardware, Stoves and Tinware	Canada	1868
Pearce, John	"	8		Merchant Tailor & Gents' Furnish's	England	1874
Pound, J. T. & G.	"	2	20	Farmer and Teacher, "Bay Farm."	Canada	1843
Parish, Wm.	Prince Albert		17	Farmer	England	1857
Ross, A.	Port Perry			Genl. Merchant & Produce Dealer	Ontario	1842
Robbins, R. D.	"			Sash, Door & Blind Manufactory	"	
Richardson, A.	"			Planing Mills, Mnfr. of "Queen of West" Fanning Mills	Canada	1870
Reid, Benjamin	Utica			Blacksmith	Scotland	1852
Raines, Francis	Port Perry	6	16	Farmer, "Sunny Ridge Farm."	Canada	1852
Robson, M. G.	Prince Albert			Broker	"	
Robertson, Robert	Utica	4	8	Farmer	Scotland	1856
Real, William	Greenbank	10	14	Farmer	England	1842
Sangster, Thos. H.	Port Perry			Physician	"	
St. John, George	Victoria Cor's	14	1	Farmer	Ireland	1822
Sommerville, Adam G.	Epsom	5	9	Retired Farmer	Scotland	1856
Steer, L.	Greenbank	10	11	Farmer and Agent Royce Reaper	England	1858
St. John, Andrew	Victoria Cor's			General Merchant and P.M.	Canada	1872
Salter, William	Saintfield	13	10	Farmer	"	1842
Scott, Robert	Epsom	7	9	Farmer	"	1845
Spence, William	Prince Albert			Contractor and Builder	Ireland	1851
Stevenson, Isaac	Utica	5	5	Farmer	Canada	1837
Smith, John	"			Miller	Scotland	1867
Sharrard, C.	Prince Albert			Retired	Canada	1819
Squelch, J. W.	"			Retired	Kent, England	1834
Tupper, Chas.	Port Perry			Agent Wanzel Sewing Machine	Whitby, Ont.	
Tomlinson, William	Marsh Hill	12	7	Farmer and P.M.	Canada	1846
Town, Robert	Shirley	3	23	Farmer	"	1848
Tennyson, John	Manchester	5	9	Farmer	England	1847
Wright, J.	Port Perry			Leather Mnfr. and Shoe Dealer	Ireland	1847
Ward, Joseph	Marsh Hill	9	11	Farmer	England	1843
Ward, Francis	Epsom	9	8	Farmer, "Valley Farm."	"	1823
Ward, Geo. J.	"	9	8	Farmer, "Mount Pleasant Farm."	Canada	1847
Weir, M.	Prince Albert	4	16	Farmer	"	1837
Ward, F.	Utica	4	5	Farmer	"	1843
Wielden, Richard	Manchester	4	9	Farmer	England	1857
Weir, Gilbert	Shirley	1	19	Farmer	Scotland	1844
Wheeler, E. T.	Port Perry	4	19	Butcher	England	1857
Walker, R. W.	Utica	3	8	Farmer	Ontario County	1851
Young, Wm., Jr.	Saintfield			Carriage Builder and Blacksmith	England	1855

UXBRIDGE TOWNSHIP.

Anderson, A.	Uxbridge	6	30	Retired Farmer	Scotland	1833
Alloy, Charles	"	4	35	Farmer	"	
Arnold, W.	"			Marble Cutter, &c.	London, England	1875
Bascom, J.	"			Physician, &c.	Canada	
Bascom, John	"			Proprietor of Bascom House	Canada	
Button, A. T.	"			Merchant	U. S.	1844
Betles, James W.	"			Merchant	Canada	
Brown, Johnston	"			Builder and Architect	Ireland	1846
Bateman, Isaac	"			General Dealer in Coal, Wood, Flour, Cement, Salt, &c.	Canada	1842
Bains, W. R.	"			Barrister-at-Law	Scotland	1853
Beaver, F.	"			Marble Dealer	England	1872
Behan, Samuel	"			Machinist, R. R. Shops	Ontario	1875
Bolster, W.	"			Billiard Saloon	Ontario	
Brown, John L.	"	5	30	Farmer	England	1870
Bustin, W. S.	"			Builder	N. B.	1857
Butless, J. P.	"			Painter	Ontario	1875
Bentley, Thomas	Glen Major	7	11	Farmer	Ontario	
Blackburn, Enos	"	7	14	Mason	Ontario	
Bascom, J. J.	Uxbridge	7	30	Farmer	Vermont	1870
Brown, William	Goodwood			Mason	"	
Brown, Jacob	"	1	20	Blacksmith, &c.	Ontario	
Brown, John	"	3	7	Farmer	Ontario	1825
Boden, Abraham	Uxbridge			Teamster	Ontario	
Black, W. S., M.D.	"			Physician and Surgeon	England	1877
Bowers, John	"	6	11	Farmer	Ontario Co.	

UXBRIDGE TOWNSHIP—Continued.

Chapman, Joseph	"			Carpenter and Joiner	Canada	
Cowdry, M. H.	"			Bank Agent	England	1876
Crawford, Wm.	"			Livery Stable	Canada	1863
Campbell, E. C.	"			Barrister-at-Law	Canada	1871
Combes, William	"			Clothier	England	1857
Cook, H. H.	"			C. Engineer	Ireland	
Case, A.	"			Farmer	Ontario	
Coles, R.	"			Carriage Maker	England	1869
Chrysler, S.	"	7	27	Farmer	Ontario	1850
Chadwick, George	"	6	28	Farmer	England	1853
Cunningham, D. J.	Claremont	5	7	Farmer	Ontario	
Colcock, Thomas	Uxbridge			Baker and Confectioner	England	
Card, J. M.	"			"	Ontario Co.	1853
Cooper, J.	Goodwood	4	15	Farmer	Ontario Co.	
Cook, Martin	"			Carpenter and Joiner	Ontario	1867
Davis, F. E.	Uxbridge			Wholesale Dealer in Pianos, &c.	Canada	
Dale, T. W.	"			Organs and Pianos	Canada	1871
Dixon, John	"			Farmer	Canada	
Douglas Bros.	"			Bakers and Confectioners	Canada	1877
Davidson, B.	"			Fanning Mill Manufacturer	Canada	1862
Doweswell, G.	Goodwood	2	15	Farmer	England	1844
Davenport, D.	Uxbridge			Tonsorial Artist	Canada	1876
Finan, Andrew S.	"			Catholic Priest	Ireland	1876
Flewell, G. A.	"	6	33	Farmer	Uxbridge	
Fesby, John B.	"	3	36	Farmer	England	1860
Foresyth, Truman	"			Pump Maker and Dealer in Reapers and Mowers	Uxbridge	
Flewell, R.	"	6	37	Farmer	England	1832
Forfar & Sons	"			Builders, Shingle and Lumber Mfrs.	Ontario	1842
Field, George	Goodwood	4	21	Farmer	England	1860
Ferguson, William	Uxbridge	5	34	Farmer	Scotland	1834
Fookler, Jacob	Goodwood	2	14	Farmer	Ontario	1853
Forsyth, Jeremiah	"	3	25	Farmer	Ontario	
Forsyth, Ransom	Uxbridge			General Insurance Agent	Uxbridge	
Frankish, M.	"			Carpenter and Joiner	England	1856
Gould, Joseph	"			Retired Miller and Ex-M.P.P.	Uxbridge	
Gundry, E.	"			Books and Stationery	Scotland	1871
Galloway, J. T.	"			Agricultural Implements	Canada	
Gilpin, A. M., and Gaudion, J.	"			Jewellers and Telegraph Operators	England	1873
Grigg, E.	"			Nursery and Fruit Grower	England	1871
Grig, Robert	Utica	8	10	Farmer	Scotland	1859
Gould, J. E.	Uxbridge			Lumberman	Uxbridge	
Graham, Thomas	"	4	34	Farmer	Canada	1866
Gregg, Albert	Goodwood	1	25	Merchant	Ontario	
Howell, H. W.	Uxbridge			Barrister	Canada	1874
Horsman, Abraham	"			Hardware	England	1871
Hillock, Thos. B.	"			Veterinary Surgeon	Canada	1872
Hillary, J. J.	"			M. D.	Ireland	1859
Haggas, J.	"			Mechanical Supt. T. and N. Ry.	England	1873
Hunt, Frederick E.	"			Boiler Maker, T. and N. Ry. Shops	England	1874
Hodgson, Joseph	"	4	27	Farmer	England	1860
Hall, S.	"	6	25	Farmer	Ontario	1840
Hunter, J.	"	1	9	Farmer	"	
Howard T.	Goodwood	1	8	Farmer and Lumberman	Ontario	1861
Heise, Wm.	Silam			Miller	Canada	1872
Harrison, J.	Uxbridge			Harness Maker	Canada	1865
Hakney, James	Goodwood	2	24	Farmer	England	1875
Hope, Joseph	"	2	14	Farmer	England	1870
Horrigan, M. J.	Uxbridge	7	25	Brick Maker	Detroit, Mich.	1863
Irvine, R. D.	"			Farmer	Canada	
Irvine, Robert	"	7	33	Farmer	Canada	1866
Jones, C. C.	"	6	36	Farmer	Uxbridge	
James, Henry	"	4	27	Farmer	Uxbridge	
Jewett, James	"			"	Canada	
James, Alonzo	"	5	31	Waggon Maker and Wheelwright	Uxbridge	
James, Isaac	"	4	30	Farmer	Uxbridge	
Johnston, G.	"	3	28	Farmer and Weaver	Ireland	1851
Johnson, George	Sandford	3	36	Farmer	Canada	1846
James, Frank	Uxbridge			Machinist	New York	
Johnson, J.	Goodwood	1	14	Farmer	England	1874
Keller, F.	Uxbridge			Prop. & Editor "Uxbridge Journal"	Canada	
Kimmerly, I. S.	"			Practical Painter	Germany	1818
Kirkland, Wm.	"			Book Agent	Ontario	1877
Key, M.	Altona			Carpenter	England	1856
Kellington, Henry	Uxbridge			Carpenter	Canada	1855
Lund, James	"			Money, Land and Ins. Broker	Canada	1849
Long, S.	"			Boarding House	Canada	
Lewis, Edward	"	4	27	Farmer	England	1860
Lindsay, D.	Claremont	4	9	Farmer	Ontario	
Lewis, Jonas	Goodwood	1	13	Farmer	England	1857
Long, A. R.	Uxbridge			Barber	Canada	
Major, E.	Glen Major			Farmer and Miller	Ontario	
McKinnell, S. L.	Uxbridge			General Merchant	Scotland	1865
McCarty, D.	Goodwood			General Merchant	Canada	1860
McKay, H.	Uxbridge			Insurance Agent	Canada	1874
Moore, Henry, and Miller, G. B.	"			General Merchants	Ireland	1872
Morton, P.	"	6	30	Farmer	Canada	1866
Morris, J. G.	"			Blacksmith	Toronto	1856
Movin, M.	"	4	24	Teacher	England	
McGeoch, Wm.	"	7	22	Farmer	Ireland	1860
Mitchell, David	Glen Major	7	13	Farmer	Scotland	1854
McDowell, John	"	7	5	Farmer	U. S.	1859
Murray, James	"	7	10	Farmer	Ireland	1837
Mitchell, Charles	"	7	13	Farmer	Scotland	1834
McDermott, Hugh	Glasgow	1	8	Farmer	Ontario	
McDonald, Daniel	Uxbridge	4	31	Farmer	Ireland	1861
Mann, J. N.	"			Propr. Seed Sower	Scotland	1869
McEntee, Rev. I. I.	"			Catholic Priest	Canada	1877
Nation, John	"			Physician and Surgeon	Rochester, N. Y.	1876
Nesbitt, R.	Goodwood	5	14	Shingle and Lumber Mill	Canada	1850
Nowell, Henry	Uxbridge			Painter	Ireland	1869
O'Connor, Michael	"	6	16	Farmer	England	1871
Pemberton, W.	"			Pro. & Editor "Uxbridge Guardian"	Ireland	1875
Plank, B. and Plank, A. C. W.	"			Money Brokers	U. S.	
Pitch, Peter	"	4	34	Farmer	England	1820
Perkins, M. H.	"			Printer	England	1835
Penwarden, Thos.	Mt. Albert	7	27	Farmer and Butcher	England	1876
Penwarden, T.	Uxbridge	7	23	Farmer	England	1830
Priest, P.	Silam	3	30	Farmer	U. S.	1847
Philip, Thos.	Uxbridge	6	23	Farmer	Scotland	1856
Patterson, Richard	"	7	18	Farmer	Ontario	1862
Parrish, Samuel	"			Dealer in Flour, Feed, and all kinds of Grain and Seed	England	1855



PROVINCE OF MANITOBA
AND PART OF THE DISTRICT OF
KEEWATIN
(AND)
NORTH WEST TERRITORY
SHEWING
THE TOWNSHIPS & SETTLEMENTS
DRAWN FROM THE LATEST GOV. MAPS, SURVEYS & REPORTS
FOR
"THE PRAIRIE PROVINCE"
Scale: 1 1/4 Miles to the Inch

TOWNSHIP DIAGRAM
Shewing the manner of
NUMBERING THE SECTIONS

31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60

Each Township is 36 Miles Square
Section
Contains 360 acres

References
Mounted Police Stations marked thus
Roads, Trails &c
Post Offices
Churches
Mills
Heights above the Sea are marked in feet

Entered according to the Act of Parliament
of Canada in the year 1876 by Jas. Cleland Hamilton,
in the Office of the Minister of Agriculture.

UXBRIDGE TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Purdy, James.	Soilam	3	33	Farmer	Ireland	1850
Peers, George.	Uxbridge			Miller	Wales	1856
Percy, James.	Goodwood			Ins. Agent, Conveyancing, &c.	Canada	
Pringle, A. R.	"			Physician and Surgeon	Canada	1876
Pikie, Edward.	Uxbridge	5	14	Farmer and Lumberman	Canada	1864
Parker, B.	Glasgow	1	26	General Merchant	England	1866
Pringle, H. W.	Uxbridge			Printer	Ontario	1855
Reeves, W. C.	"			Confectioner	Canada	
Robinson, T.	Goodwood	2	17	Farmer	England	1825
Richardson, B. P.	Uxbridge			School Teacher	Ontario	1871
Redman, James.	Glen Major	7	11	Carpenter	Ontario	1832
Spears, Alex.	Uxbridge	6	34	Farmer	Canada	
Symons, John.	"			Time Keeper	P. Q.	1864
Storer, James.	"			Machinist, T. and N. Ry.	Scotland	1871
Sharp, George.	"	4	17	Mansion House	England	1874
Smith, Charles.	"	4	14	Farmer	England	1850
Sharrard, Saml.	"	6	15	Farmer	Canada	1836
Stauffer, J. R.	Glen Major	7	14	Mason	Canada	
Smyth, James.	"	6	10	Farmer	Canada	1873
Sangster, J. A.	Goodwood	1	11	Farmer and J. P.	England	1841
Smart, Mrs. W.	Uxbridge	7	37	Farming	England	1831
Stapleton, Henry.	Goodwood	1	21	Machinist and Lumberman	England	1833
Shier, C.	Uxbridge			Merchant	Ontario	
Tewksbury, J. W.	"			Machinist, T. and N. Ry.	Ontario	
Thompson, Alex.	"			Contractor and Builder	Scotland	1833
Todd, Wm.	Goodwood			Wagon Maker	Canada	1873
Todd, James.	"	2	16	Proprietor Victoria Hotel	Canada	1840
Todd, Thomas.	"	3	17	Farmer	Canada	1850
Umphrey, Samuel.	Uxbridge			Pres. Cabinet and Organ Manf. Co.	Ontario	1871
Walk, J. E.	"			Clerk, Division Court	Uxbridge	
Wells, A. J.	"			Proprietor Plank Hotel	Ontario	
Wheler, George.	"			P. M., Miller and Lumber Manfr.	Canada	1856
Weeks, A. D.	"			Druggist and Stationer	Canada	1839
Welsh, Wm.	"			Clothier	Scotland	1857
Widdifield, W. P.	Siloam	3	31	Farmer and Lumberman	Canada	
White, John.	Uxbridge			Market Gardening	England	1860
Warren, D.	"	7	24	Saw Mill Proprietor	Ontario Co.	
Wier, John.	"	7	22	Saw Mill Proprietor	Scotland	1828
Whitcher, C. B.	"			Oysters, Fruit and Confectionery	U. S.	1872
Webb, W.	"	4	11	Lumber Dealer	Uxbridge	
Wagg, F.	Goodwood			Township Treasurer	Canada	
Wagg, L. T.	"			Farmer	England	1849
Ward, George.	Glen Major			Farmer	England	1858
Woods, J. S.	Uxbridge			Tailor	England	
Walker, Margaret.	"	5	11	Farmer	Ontario	1856
Widdifield, J. C.	"			Bailiff	Ontario	1833
Yakely, C.	"			Saddler and Harness Maker	Canada	1876
York, Alex.	"	6	19	Farmer	Ontario	1827
Yakely, John.	"			Engineer and Fireman	Ontario	1875

SCUGOG TOWNSHIP.

Bateman, Wm.	Port Perry	6	22	Farmer	York Co., Ont.	1865
Bateman, David.	"	6	22	Farmer	York Co., Ont.	1865
Collin, John.	"	7	24	Blacksmith	England	1857
Foy, John.	"	8	24	Farmer, Tp. Clerk and Treas.	P. E. Island.	1853
Graham, James.	"	8	6	Farmer	Ireland	1846
Harper, Charles.	Scugog	11	4	Farmer	Ireland	1840
Jackson, James.	"	9	3	Farmer	York Co., Ont.	1842
Jackson, David.	"	10	6	Farmer	York Co., Ont.	1843
May, John.	Port Perry	5	23	Farmer	England	
Platten, Saml.	"	10	2	Farmer	England	1836
Reader, Joseph.	Port Perry	5	22	Farmer	Canada	1832
Reader, Thomas.	"	6	23	Farmer	Canada	1839
Reader, James.	Scugog	9	1	Farmer	P. Quebec	1839
Savage, Lyman.	"	10	12	Farmer	Isle of Wight	1855
Taylor, Wm., Jr.	"	11	9	Farmer	Canada	1832
Williams, Peter.	"	11	8	Farmer	England	1836

SCOTT TOWNSHIP.

Armstrong, A.	Mt. Albert	1	7	Farmer	Canada	1870
Best, James.	Sandford	3	5	Carriage Maker; horse shoeing a specialty	Canada	
Burnham, Thomas.	"	4	7	Farmer	England	1836
Burton, John.	Mt. Albert	1	10	Farmer	Canada	1856
Brooks, Edward.	"	2	12	Farmer	England	
Birchard, Nathan.	Athens	5	2	Farmer	Canada	1834
Blanchard, James.	Leaskdale	6	18	Farmer	England	1837
Blair, Adam.	"	6	26	Farmer and Dir. in Ag. Implements	Scotland	1835
Bateman, Henry M.	Zephyr	4	21	Farmer	Canada	1849
Cooper, Hugh.	Sandford	3	5	Carriage Maker and Blacksmith	Canada	1849
Card, John.	Uxbridge	5	14	Farmer	Canada	1841
Card, Alex.	"	5	13	Farmer and Dir. in Stump Machines	Canada	1834
Cook, John.	Leaskdale	7	20	Blacksmith; horse shoeing a specialty	Canada	1870
Carter, Hiram.	Zephyr	3	26	Farmer	Canada	1838
Clutche, Israel.	Udora	6		Mason and Plasterer	Canada	1876
Card, George.	Uxbridge	5	14	Farmer and Lumberman	Canada	
Diamond, John.	Mt. Albert	1	12	Weaver	Ireland	1863
Dafoe, M. N.	Zephyr	3	26	Merchant, P.M. and J.P.	Canada	
French, J. H.	Mt. Albert	1	9	Farmer	Canada	
Flumerfelt, S.	Sandford	4	5	Farmer and Lumber Manufacturer	Canada	1821
Gilbert, John.	Mt. Albert	1		Farmer	England	1866
Good, Thomas.	Zephyr	4	29	Farmer	Ireland	1860
Galloway, Wm.	Uxbridge	5	11	Farmer	Canada	1838
Gray, Mary Jane.	Leaskdale	6		Farming	Canada	1848
Huntington, Helen.	Sandford	3		Farming	Scotland	1837
Hamilton, James.	"	4	3-4	Farming	Canada	1872
Hardy, Alex.	Athens	5	1	Farming	Canada	
Hosket, Benjamin.	Zephyr	4		Farming and Cloth Weaver	Canada	1872
Harman, Jacob.	"	1	26	Farming	Canada	1832
Irving, Jane.	Sandford	5	5	Farming	Canada	
Jones, Anson.	Mt. Albert	1	6	Farmer	Canada	1837
Lundy, Samuel.	Sandford	3	5	Hotel Keeper	Canada	1843
Lawrie, Robert.	Leaskdale			Farmer	Scotland	1849
Leask, George.	"	6	19	Farmer, Merchant, Miller, J.P. and P.M.	Scotland	1841
Leask, James.	"	6	20	Farmer, Lumber Manufr. & Dealer	Scotland	1841
Lawrie, James.	Zephyr	5	25	Farmer	Scotland	1867
Lake, James.	"	3	34	Farmer and Carpenter	Canada	1838
Leitch, George.	"	3	28	Farmer	Ireland	1852
LeFraugh, Stephen.	Sandford	4	21	Farmer and Blacksmith	Canada	1860

SCOTT TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Moore, A. W.	Sandford	3	1	Farmer	Canada	1840
Moore, William.	"	4	2	Farmer	England	1854
Moore, Richard.	"	2	2	Farmer	Canada	1847
Meek, James.	"	3	3-4	Farmer	Scotland	1847
Moore, Joshua.	"	4	8	Farmer	England	1854
Moorhead, James.	Hartman	1	3	Farmer	Ireland	1849
Mustard, George.	Uxbridge	6	6	Farmer	Canada	1847
Murray, J. B.	Zephyr	3	27	Farmer and Fruit Grower	Scotland	1842
Morrison, William.	Mt. Albert	1	24	Farmer	Canada	1850
Morrison, Hamilton.	Zephyr	1	24	Farmer	Canada	1849
Murray, John.	Leaskdale	5	30	Farmer	Canada	1849
Nelson, William.	Sandford	5	12	Farmer and Tp. Clerk	Canada	1849
Nicholson, George.	Zephyr	4		Farmer	England	1871
Ormerod, J.	"	2	29	Farmer	England	1857
Pilkey, A.	Uxbridge	7	13	Farmer and Stock Breeder	England	1841
Prout, John.	Zephyr	2	32	Farmer	England	1849
Peterman, J. & W.	"	1	33	Farmer	Canada	1857
Rear, W. M. D.	Sandford	3	5	Physician and Surgeon	Canada	1875
Rowland, Robert.	Mt. Albert	1	14	Farmer	Ireland	1843
Reid, Archibald.	Leaskdale	6	27	Farmer	Ireland	1849
Smith, George.	Sandford	3	5	Farmer	Scotland	1843
Sisler, James.	Hartman	1	3	Farmer and Blacksmith	Canada	
Stark, John.	Sandford	4	5	Carriage and Wagon Manufactory. Repairing done with neatness and despatch.	England	
Stiver, John.	Hartman	1	4	Farmer	Canada	1858
Smith, James.	Athens	5	9	Farmer	Scotland	1846
Sugden, Benjamin.	Zephyr	3	26	Blacksmith	Canada	1855
Shuttleworth, Henry.	"	1	34	Farmer	Canada	1839
Stevenson, John.	Leaskdale	6	24	Farmer	Canada	1833
Thompson, George.	Sandford	5	5	Farmer	England	1840
Thompson, John.	Athens	6	5	Farmer	Canada	1845
Taylor, Edward.	Sandford	3	6	Farmer, Merchant and P.M.	England	1836
Term, James.	"	4		Farmer	England	1855
Thompson, Wm.	Uxbridge	6	5	Farmer and Fine Stock Breeder	Canada	1842
Thirst, John.	Zephyr	1	25	Farmer	Canada	1871
Tiffin, Henry.	Leaskdale	7	29	Farmer and Importer of Fine Stock	England	1855
Urquhart, George.	Sandford	3	5	Agricultural Implements, Castings, &c., constantly on hand; Repairs.	Canada	1848
Urquhart, Donald.	Uxbridge	5	8	Farmer	Scotland	1832
Umphrey, James W.	Udora	7	31	Farmer and Stock Breeder	Canada	1850
Widdifield, James.	Sandford	2	1	Farmer	Canada	1841
Wood, Thomas.	Hartman	2	1	Farmer	Scotland	1844
Webster, R. S.	Udora	7		Dry Goods, Boots & Shoes, Fancy Goods, Crockery and P.M.	Canada	1866
Weller, Lafayette.	Zephyr	2	23	Farmer and Stock Breeder	Canada	1829

BROCK TOWNSHIP.

Allin, John.	Derryville			General Blacksmith	England	1858
Arney, Thos.	Cannington	10	21	Farmer	Canada	1838
Baird, Samuel.	"			Livery and Bailiff	Ireland	1841
Bennett, William.	Sunderland	8	12	Contractor and Builder	England	1859
Brown, Jas. K.	Cannington			St. Lawrence Hotel	Canada	1856
Brandon, R. C.	"	13	14	Farmer	Ireland	1862
Brown, D. S.	"			"	Canada	1856
Buck, A.	Sunderland	3	12	"	Canada	1847
Barker, A. J.	Pinedale	3	18	"	Canada	1850
Bagshaw, George.	Vroomanton	9	6	"	Canada	1838
Baird, Robert.	Wick	3	15	"	Ireland	1841
Campbell, Donald.	Cannington			Queen's Hotel	Scotland	1839
Campbell, John A.	Sunderland			Brook Hotel	Scotland	1842
Currie, James.	Cannington			Publisher "Ontario Gleaner"	Canada	1843
Cooney, E.	"	13	14	Farmer	Canada	1862
Calhoun, William.	Sunderland			Dry Goods, Groc., Hdwe., Boots, Shoes, Millinery, Dress-making	Ireland	1856
Carmichael, William.	"	2	17	Farmer	Canada	1842
Carmichael, John.	Sonya	1	24	"	Scotland	1842
Cunningham, Robert.	Pinedale	3	22	"	Canada	1864
Carmichael, D. J.	"	3	18	"	Canada	1856
Doble, James.	Sunderland	3	4	"	Canada	
Esterbrook, Thomas.	Cannington			Photographer	England	1872
Ewart, William.	Derryville	11	9	Farmer	Canada	1833
Ellis, James.	Manilla			Insurance and Broker	Canada	1872
Frankish, T. B.	Sunderland			Gen'l Agent Ottawa Ag. Ins. Co. License Inspector, Agt. M. T. Co.	England	1857
Foster, William.	Oakwood			Farmer	Ireland	
Farrow, John.	Sunderland	2	4	"	Canada	1845
Gillespie, Malcolm.	Cannington			"	Scotland	1851
Gillespie, D.	"			Physician	Canada	1860
Glendenning, Henry.	Manilla	8	20	Farmer	England	1852
Graham, T. C.	Derryville			General Merchant and Agent for Singer Sewing Machine	Canada	1848
Glendenning, T. H.	Sunderland	7	14	Farmer	England	1852
Gorrell, William.	Pinedale	5	19	"	Canada	1853
Glendenning, H.	Valontyne	7	1	"	England	1852
Hurron, E.	"			Valontyne Hotel	Canada	1845
Harrison, William.	Cannington	12	12	Farmer	Canada	1835
Hart, Reuben.	Wilfred	10	5	"	Canada	1851
Hart, John C.	"	11	2	Teacher	Canada	1849
Jerman, Henry.	Sunderland			Manufacturer of Carriages, Blacksmith, and repairing done	Canada	1872
Junkin, William.	Cannington	14	13	Farmer	Ireland	1847
Keller, C. C.	"			Attorney at Law	Canada	1860
Killaly, R. F.	"			Hardware	Ireland	1875
King, Daniel.	Wilfred	14	7	Farmer	Ireland	1831
Leighton, Robert.	Derryville	11	13	"	Ireland	1848
Learey, John.	Cannington			Proprietor Cannington Grist Mills	England	1835
Leask, David.	Wick	2	13	Farmer	Scotland	1841
Leech, G. A.	Sunderland			Undertaker, Manufacturer and Dealer in Furniture	Canada	1876
McDougald, James.	Derryville			Derryville Hotel	Scotland	1836
Maybee, Henry.	Cannington	13	21	Farmer	Canada	1840
McKinnon, Hector.	"	10	17	"	Canada	1841
McKinnon, John.	Vroomanton			General Merchant	Scotland	1876
Miller, John.	Valontyne	8	3	Farmer	Ireland	1844
Pool, John.	Sunderland			Dir. in Ag. Implements of all kinds	England	1873
Parish, Charles.	Wick	1	20	Proprietor Cedar Valley Mills	England	1858
Porritt, R. E.	Sunderland	7	1	Manufr. and Dealer in Furniture, and Proprietor Planing Mills	Canada	1871
Rundle, W. H.	Pinedale			Farmer, & Agent Agr'l Implements	Canada	1843
Ruddy, James.	Victoria Corners	2	2	Farmer	Ireland	1832
Reekie, David.	Wilfred			"	Canada	1827
Ruddy, John.	Sunderland	3	12	Proprietor Saw Mill	Canada	1848

BROCK TOWNSHIP—Continued.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Ray, John C.	Vroomanton			Physician	Canada	1840
Sharp, John	Cannington			Merchant	Ireland	1860
Smith, George	"	12	17	Grocer, Grain and Produce Dealer	Scotland	1834
Sproule, Philip	"	9	21	Farmer	Canada	1842
Scott, Peter	"			Farmer	Scotland	1850
Smith, J. E.	Wilfred	8		Northern Hotel	Ireland	1871
Shier, Adam	Pinedale	5	5	Farmer	Canada	1833
Shier, William	"			Farmer, and Raiser of fine sheep and blooded stock	Canada	1844
St. John, James	Sunderland	5	6	Farmer	Ireland	1821
Shier, George	Vroomanton	5	4	Farmer	Canada	
St. John, C.	Valontyne	6	4	Farmer	Canada	1823
St. John, John	Sunderland	4	4	Farmer	Canada	1835
Speiran, James	Vroomanton	5	8	Farmer	Ireland	1837
Thompson, J. M.	Cannington			Broker	Canada	
Tordiff, Thomas	Saintfield	1	18	Farmer	Canada	1834
Thompson, John	Valontyne			Planing Mill, Sash and Door Factory	Canada	1868
Taylor, Matthew	Derryville	10	6	Farmer	Ireland	1853
Thompson, J., Jr.	Manilla	3	18	Farmer	Canada	1854
Thomas, Josiah	Layton	1	18	Farmer and Mechanic	England	1856
Ward, William	Cannington	13	17	Farmer	Canada	1845
Walshe, T. H.	"			Township Clerk	Ireland	
Way, William	Wilfred			Proprietor Wilfred Saw Mill	Canada	1831
Wilson, Hugh	Cannington			General Merchant	Ireland	1876
Winfield James	Sunderland			Proprietor Nipissing Hotel	England	1872
Wylie, John H.	Manilla			Merchant	Canada	1873

THORAH TOWNSHIP.

Armstrong & Canning	Beaverton			Proprietors Hamilton House	Canada	
Adamson, William	Gamebridge	10	10	Proprietor Gamebridge Hotel	Canada	1854
Bruce, Geo. F.	Beaverton			Merchant	Canada	
Bethune, Mrs.	"	7	12	Farmer	Scotland	1841
Bruce, John	"	7	11	Farmer	Scotland	1831
Batteux, Joseph	"			Prop. Dom'n Steam Carriage Works	Canada	
Barren & Snelgrove	"			Farmer	Canada	
Buchanan, Neil	"	4	16	Farmer	Scotland	1859
Cameron, James	"			P. M.	Canada	
Cameron, Alex'r.	"	7	12	Farmer	Scotland	1842
Calder, Alex'r.	"	4	10	Farmer	Scotland	1828
Cameron, Mary	"	2	6	Farmer	Canada	
Davidson, C. H.	"			Merchant	Ireland	1855
Drake, George	"	5	10	Prop. Thorah Pottery, Beaverton	England	1856
				Brick and Tile Works	England	
Flynn, P.	"			Proprietor Revere House	Canada	
Fair, R. C.	"			Physician	Ireland	1872
Fraser, William	"	7	10	Farmer	Canada	1844
Gillespie, Duncan	Woodville	Eld'n Tp.		Farmer	Scotland	1833
Gunn, Hector	Beaverton	7	11	Farmer	Canada	
Grant, Hector	"	8	12	Farmer	Scotland	1854
Glasford, Thomas	"	1	16	Farmer	Scotland	1832
Galloway, Charles	"	5	5	Farmer	Canada	
Hodgkinson, T. C.	"	8	12	Farmer	England	1875
Hamilton, Alex.	Gamebridge	10	10	Farmer	Canada	1836
Leslie, John	Beaverton	2	15	Farmer	Canada	
McKay, Angus	"	4	8	Farmer	Scotland	1833
McArthur, John	Gamebridge	10	9	Farmer	Scotland	1854
McCaig, Peter	Beaverton	5	11	Farmer	Scotland	1834
McKay, Alex'r.	"			Physician	Scotland	1866
McMillan, Peter	"			Beaverton Carriage Works	Scotland	1847
McColl, J. S.	"	4	7	Farmer and Plasterer	Scotland	1854
Morrison, Henry	"	3	3	Farmer	Canada	
McBride, Dan	Gamebridge	11	9	Farmer	Canada	
Morrison, John	Beaverton	4	4	Farmer	Canada	1831
Madill, Aaron	"	2	7	Farmer	Canada	
McEachren, N.	"	1	2	Farmer	Scotland	
Musgrove, Henry	"	6	12	Farmer	New York	1876
Murray, Angus	"	5	17	Farmer	Scotland	1832
McNeil, Alex'r.	Gamebridge	11	8	Farmer	Scotland	1848
McKinnon, Angus	Beaverton	4	16	Farmer	Canada	1870
Paterson, Norman F.	"			Barrister	Canada	1861
Proctor, J. A.	"			Proprietor Beaverton Grist Mill	Canada	
Proctor, G. R.	"			Retired Merchant	England	1834
Robinson, Charles	"			Clerk Division Court	England	1833
Ross, Donald G.	"			Steam Mill, Sash and Door Factory	Scotland	1836
Robinson, Joseph	"	5	3	Farmer	Canada	1867
Smith, George	"	1	14	Farmer and Township Clerk	England	1850
Smith, William	"			Machinist	Scotland	1871
Stoddart, William	"	6	12	Farmer	Scotland	1852
Skinner, Wm. J.	"	2	8	Farmer	Canada	1833
Stewart, Neil	Cannington	1	2	Farmer	Scotland	1834
Todd, James H.	Beaverton			Ontario Carriage Works	Canada	1866
Treleaven, Thos.	"			Contractor and Builder	England	1870
Veale, John	"	2	16	Farmer	England	1857
Walls, Peter	"	4	11	Farmer	Scotland	1850
Watson, D.	"			Pastor Kirk of Scotland	Scotland	1853
Warren, T. G.	"			Farmer	England	1870

MARA TOWNSHIP.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Bernard, John J.	Brechin			General Merchant and Postmaster	New York	1870
Boulton, William	Atherly	11	23	Farmer	England	1856
Bow, James	Brechin	7	10	Farmer	Scotland	1853
Boil, Peter O.	Uptergrove	6	19	Farmer	Ireland	1851
Cameron, Archibald	Brechin	3	12	Farmer	Canada	1832
Calderwood, Peter	Uptergrove	11	17	Farmer	Scotland	1862
Corrigan, Patrick	Uptergrove	7	15	Farmer	Ireland	1823
Doyle, C.	Uptergrove	11	19	Farmer	Ireland	1846
Fairbairn, Robert	Uptergrove	11	18	Farmer	Scotland	
Fox, John, Sr.	Uptergrove	8	16	Farmer	Ireland	1843
Flynn, J. P.	Brechin	8	15	Hotel Proprietor	Whitby, Canada	
Heath, Francis	Brechin			Merchant and Real Estate Dealer	Ireland	1862
Harahy, John	Atherly	10	29	Proprietor Brechin Hotel	England	1875
Jones, Lorenzo	Uptergrove	10	5	Money Loaner	Ireland	
Kelley, E. P.	Brechin			Farmer	Canada	
Kelley, Martin	Atherly	12	24	Station Agent, &c.	Canada	
Kelly, Thomas	Brechin	6	8	Farmer	Ireland	1843
Kelly, James	Brechin	8	15	Farmer	Ireland	1851
Kelly, Arthur	Uptergrove	10	10	Carpenter	Canada	
Linnon, Thomas	Brechin	6	11	Farmer	New York	1827
McRae, P. M.	Brechin	1	14	Farmer and Township Reeve	Scotland	1845
McRae, A.	Brechin	4	13	Farmer and Carpenter	Canada	
McRae, F.	Brechin	3	14	Farmer and Carpenter	Scotland	1844
McPhee, William	Atherly	10	27	Farmer	Canada	1855
McDermott, J.	Rathburn			Farmer	Ireland	1858
Myers, Jacob	Atherly			Merchant and R. R. Contractor	Germany	1874
McDonald, Angus	Uptergrove	7	25	Farmer and Carpenter	Scotland	1838
McDermott, John	Uptergrove	10	19	Farmer	Ireland	1858
McDonald, Alexander	Uptergrove	9	18	Farmer and Carpenter	Canada	
Mugan, Thomas	Uptergrove	9	12	Farmer	Ireland	1861
McHugh, J.	Uptergrove	10	18	Farmer	Ireland	1841
Martin, James	Uptergrove	9	11	Farmer	Ireland	1873
O'Donnald, Edward	Brechin	3	10	Farmer	Ireland	1851
O'Donnell, M.	Brechin	3	13	Farmer	Ireland	1842
O'Connell, M.	Atherly	11	28	Farmer	Ireland	1865
O'Boyle, W. F.	Uptergrove			Teacher	Ireland	
O'Leary, Arthur	Brechin	8	9	Carpenter	New York	1847
Prophet, S.	Brechin	4	10	Farmer	England	1869
Richie, William	Brechin	2	14	Farmer	Scotland	1828
Reeve, Arthur	Atherly	11	30	Farmer	England	1857
Revell, J. O.	Uptergrove	9	25	Farmer	Ireland	1860
Revell, M. H.	Orillia			Brewer	Ireland	
Rey, Rev. P.	Uptergrove			R. C. P.	France	
Reynolds, William	Brechin	9	13	Farmer	Canada	1839
Seager, J. H.	Brechin			Brechin Grist Mill	Canada	1870
Stewart, John	Brechin	2	13	Farmer	Scotland	1844
Smith, Colin	Uptergrove	12	19	Stone Mason	Scotland	1864
Thomson, Peter	Uptergrove	8	23	Farmer	Scotland	1855
Thompson, O.	Atherly	10	30	Farmer	Canada	1862
Timlin, Martin	Uptergrove	10	24	Farmer	Ireland	1853
Tiffin, J. M.	Uptergrove	9	15	Farmer	England	1846
Thompson, L.	Brechin	5	9	Farmer	Canada	1831
Warren, F.	Beaverton	A.	15	Farmer	Canada	
Wheeler, William	Brechin			Harness Maker	New York	1875

RAMA TOWNSHIP.

NAME.	POST OFFICE.	Con.	Lot.	BUSINESS.	NATIVITY.	Year Settled in Co.
Bailey, Z.	Langford Mills	F.	20	Farmer	England	1870
Herring, E. H.	Sebright	B.	21	Merchant	England	1870
Johnston, Robert	Rathburn	C.	3	Farmer and Lumberman	Ireland	
McDermott, T.	Rathburn	1	18	Farmer	Ireland	1847
Wilson, Leonard, Jr.	Fawn	F.	3	Storekeeper, Carpenter, &c.	Canada	1866

WESTERN HEMISPHERE



EASTERN HEMISPHERE

